

POMRIL
PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
Diabetes.
Per doz. quarts.....\$7.25
Per doz. pints.....4.65
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH
The only Reliable Brand is
MARTINI ROSSI
SUCCESSORS
MARTINI SOLA & CO.
AGENTS—
H. PRICE & CO.,
12, Queen's Road Central.

No. 14,385 號伍拾捌百叁千肆萬壹第 日伍十式月叁年十叁緒光 HONGKONG, TUESDAY, MAY 10TH, 1904. 式拜禮 號十月五年肆零百九千壹英港香 PRICE, \$3 PER MONTH.

WATSON'S HOUSEHOLD AMMONIA

IS A DELIGHTFUL ADJUNCT TO
THE TOILET, AND ALSO SERVES A
VARIETY OF USEFUL PURPOSES IN
THE HOUSE.

A. S. WATSON & CO.
LIMITED,
MANUFACTURING CHEMISTS.
ESTABLISHED A.D. 1841. [a1545]

CUTLER, PALMER
& CO.'S

Price \$11.00 PER DOZEN
NET

Blend
Selected
Distillations of the
Finest Scotch Whiskies

Apply to

SIEMSEN & CO., Hongkong. [a48]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers. [a3389]
Hongkong, 14th August, 1903.

VICTORIA CYCLE EMPORIUM
We are Sole Agents for the following—
MONOPOL, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on hand
for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARTS,
RICKSHAS FITTED WITH PNEUMATIC
TYRES and BALL BEARINGS throughout.
Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
all branches of the business. Re-enamelling a
speciality.
McKIBBY & CO.,
43 & 34A, Queen's Road East.
[a60a]

THE HENRY DALLAS MUSICAL DRAMATIC CO.

RETURN SEASON

TWO WEEKS ONLY

GRAND OPENING NIGHT
MONDAY, 16TH MAY

"KITTY GRAY"

TUESDAY, 17TH MAY

"KITTY GRAY"

PLAN AT THE
ROBINSON PIANO CO., LD.
Hongkong, 29th May, 1904. [a1207]

PURE FRESH WATER.

**THE HONGKONG STEAM WATER-
BOAT CO., LD.**, is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.

J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903. [a3594]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE
FORE ALWAYS FRESH

**EILEY'S, SCHULTZ'S, AMBERITE
and KYNOK'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 55SSG. AIR GUNS and
AMMUNITION in Variety.**
WM. SCHMIDT & CO.
Hongkong 28th November, 1902. 103

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

**THE ELITE OF WHISKY—
THE "PALL MAIL,"**
\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,**
\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

C.P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassal.

DOURO PORT,
\$15.00 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,
\$20 PER DOZ.

LA TORRE SHERRY,
\$17.00 PER DOZ.

A natural and most pleasant wine to the taste

**BENEDICTINE LIQUEUR—
D.O.M.,**
\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a45]

AWAY IN THE LEAD AND STILL GAINING.

BORATED LAVENDER BATH AMMONIA EXPRESSLY PREPARED FOR TOILET USE.

ANTISEPTIC

This new preparation will be found to combine the aromatic properties of the
French Toilet Waters with the cleansing power of Ammonia.
DELICATELY PERFUMED with the sweet odour of MITCHAM LAVEN-
DER the bath has a new charm.
The addition of antiseptics REMOVES SKIN IMPURITIES, it is a Specific
against PRICKLY HEAT and MOSQUITO-BITES.

CLEANSING

MADE SPECIALLY FOR THE EAST BY

WATKINS LIMITED, APOTHECARIES' HALL, HONGKONG.

TRY IT IN YOUR BATH

CONFECTIONERY!!!

THE CHOICE and LARGEST VARIETY, FROM PARIS AND LONDON.

MARRONS GLACES, CRYSTALLISED FRUITS.

TOM SMITH'S CRACKERS.

XMAS PLUM PUDDINGS.

DATES, FIGS, RAISINS, ALMONDS and NUTS.

CHEESE STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT,

SAVOIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN

CHEESE.

YORK HAM and BEST ENGLISH BACON. TOYS. TOYS.

G. GIRAULT. [a40]

KODAKS,

FILMS,

AND ACCESSORIES.

DEVELOPING and PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903. [a38]

VERMOUTHS

FRENCH
NOILLY, PRAT & CIE.
TALLAN'S CRISTAL (VERY DRY).
ITALIAN
BALDI (DRY).
MARTINI SOLA (SWEET).



Telephone No. 75.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 16th April, 1904.

E. C. WILKS & CO. MARINE SURVEYORS.

CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

SHIP DESIGNS AND SPECIFICATIONS PREPARED.

Agents for the CONSTRUCTION and SALE of STEAM and MOTOR-LAUNCHES.

CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANADIAN ASBESTOS and ASBESTOCEMENT Goods kept.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

Telegram Address: "MARINEWORK."

Telephone No. 358. [a1153]

Hongkong, 1st May, 1904.

THE LAHMEYER ELECTRICAL CO., LD.

LONDON,

ELECTRIZITÄTS ACTIEN GESELLSCHAFT FORM.
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a56]

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Wide World Magazine, Volume 12 ... \$4.00
A. B. C. Code, 5th Edition ... 19.50
The Handy Royal Atlas ... 18.50
Through the Highlands of Siberia ... 13.00
Stanley Gibbon's Stamp Catalogue, 2 Vols. 3.50
Pears' Cyclopaedia ... 0.90
Russo-Japanese War: Diary Published
by the "Kobe Chronicle," Part 1
ready ... 0.60
Orders Received for the Series.

Strong Mac, by Crockett ... 1.75
Keith Johnston's War Map ... 0.80
The Revellers, by Louis Tracy ... 1.75
The Leopard's Spots, by T. Dixon ... 0.45
The Japs at Home, by Sladen ... 0.45
The Cardinal's Snuff Box, by Harland ... 0.80
Pearson's Dream Book ... 1.75
The Deliverance, by Ellen Glasgow ... 1.75
Room Five, by Drummond ... 1.75
The American Prisoner, by Philpotts ... 1.75
Countess Ida, by Wishaw ... 1.75

A Woman of Wiles, by Munro ... \$0.45
A Canadian Girl, by Lt.-Col. Haggard ... 1.75
Toy Gods, by Pickering ... 1.75
Four Red Roses, by Tytler ... 1.75
Sly Boots, by Strange Winter ... 1.75

NEW STOCK

PLAYING CARDS.

GENTLEMEN'S BOOTS AND SHOES,
BLACK AND BROWN.

THE FAY SHOES TYPE-WRITER. [a33]

NERNST

NEERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!

FO PARTICULARS APPLY TO

EDM. JOHANNSEN or SIEMSEN & CO. [a55]

NEW STOCK

SUMMER UNDERWEAR.

SHIRTS. COLLARS. TIES.
STRAW HATS. PITH HELMETS.
RAINCOATS AND WATERPROOFS.

LANE, CRAWFORD & CO.

Hongkong, 10th May, 1904. [a32a]

ARNHOLD, KARBURG & CO.

LARGE STOCK

OF

LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904. [a3338]

NOTICES OF REMOVAL

THE HEAD AGENCY OF THE JAPA-
CHINA-AGENCY LIJN.

THE OFFICES of the above Steamship
Company have This Day been REMOVED
to ALEXANDRA BUILDINGS, 3rd
FLOOR.
Hongkong, 28th April, 1904. [1133]

CHANGE OF ADDRESS.

WILKINSON, HEYWOOD & CLARK,
LD. (Proprietors of David Storer &
ons), have REMOVED to ALEXANDRA
BUILDINGS (3rd FLOOR).
W. D. GRAHAM, Manager.
Hongkong, 10th April, 1904. [1157]

NOTICE OF REMOVAL.

DR. KEW, BROTHERS & CO., have
This Day REMOVED their Dental
Surgery to ALEXANDRA BUILDINGS,
3rd FLOOR.
Hongkong, 2nd May, 1904. 1158

A. LING & CO.,

FURNITURE STORE.
PLATED, GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [31]

OCCIDENTAL HOTEL.

ELGIN ROAD, KOWLOON.

35 Bedrooms, excellently furnished.

Bath to each room.

Dining-room and Cuisine under strict
supervision.

European and American Wines, Spirits, and
Biers.

POOL AND BILLIARDS.
English, American and Manila Newspapers on
file.

Terms: \$4 to \$10.00 per day.

R. MATTHAEY,
Proprietor.
Hongkong, 6th May, 1903. [a218]

HOTELS.

HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.

Dining Accommodation for 300 persons,
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.

Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.

Electric Lighting throughout. Electric Fans
in Rooms, if required.
Hot and Cold Water throughout.

Wines and Groceries specially imported by
the Hotel Co.
Wines cooled by Hotel refrigerators.

Hotel Linen washed on Premises by
machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

H. HAYNES,

Manager. [a48]

THE PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET. [a914]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if
required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—
MANAGER.

Hongkong, 10th June 1903. [a1082]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the

MANAGER. [a49]

MACAO

AND

CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable

WM. FARMER,

Proprietor.

[a607-1977]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hongkong*), daily, to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOAVISTA."

For Terms, apply to

THE MANAGER. [a224]

A. S. WATSON & CO., LIMITED

THE LEADING MANUFACTURERS
OF
**AERATED
WATERS**
IN THE FAR EAST.

AERATED WATERS of our manufacture made under constant European expert supervision are sold throughout the Far East and are invariably preferred on account of their excellence.

THE MACHINERY in use embodies every improvement known up to date.

ABSOLUTE PURITY is guaranteed.
THE BEST MATERIALS only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

MARRIAGE.
On the 9th May, at the First Church, by Rev. F. T. Johnson, M.A., Rev. Mr. McGibbon, Shanghai, third son of the late Rev. Mr. McGibbon, Greenock, to Agnes Brynner Sinclair, M.B. Ch.B., second daughter of Wm. Sinclair, Greenock, Scotland.

DEATH.
On the 28th April, at St. Luke's Hospital, Tokyo, GEORGE BAYLIS, of Kobe, aged 66 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 10TH MAY, 1904

The most interesting points in the report of Mr. Basil Taylor on the Harbour in 1903, the more important parts of which were published in our issue of yesterday, were undoubtedly those connected with the growth of shipping here. 1903 was Hongkong's record year, beating 1902, the next best, by 2,511,082 tons in the total tonnage entering and clearing. As that total tonnage was not much over twenty-four millions it will readily be seen how great was the proportionate increase last year. And as the 1902 figures were larger by 2,203,396 tons than those of 1901, the improvement is evidently not a mere sensational jump, but part of a real advance by Hongkong. Alike in British ocean-going tonnage and river steamers, in foreign ocean-going tonnage and river steamers, and in junks in local trade were increases recorded. Only in steam launches trading to ports outside the Colony and in junks in foreign trade was there a falling off. If we compare the tables of percentages in Mr. Taylor's report and in that of the previous year, we find that British ocean-going tonnage now claims 28.2 of the whole as against 27.94 in 1902, and British river steamer tonnage is now 18.6 per cent. as against 16.52. Foreign ocean-going tonnage has slightly increased, from 30.25 to 30.51 per cent., while foreign river steamer tonnage has more than doubled, being now 1.31 per cent. against the 0.89 per cent. of 1902. The daily average of steamers, sailing vessels, steam launches, and junks in foreign trade entering Hongkong Harbour in 1900 was 68, as against 71.2 in 1902, a fall sufficiently accounted for by the fact that over 2,000 less junks entered in 1903 than in 1902. For European-constructed vessels alone, on the other hand, the daily average was 19.9 in 1903, as against 17.1 in 1902 and 14.8 in 1901. Under the British flag, there was noticeable in 1902 a

decrease of ton in the number of ocean-going vessels, a decrease which, Commander Murray Murray observed in his report, lost a portion of its significance when one considered the increase of size in the vessels, as evidenced by a rise in tonnage of over 200,000 tons. But in 1903 the British flag fully recovered from any partial decline, there being an increase of 1,347 ships of 1,678,509 tons, of which 427 ships of 762,845 tons were credited to ocean-going vessels. This ocean-going increase, Mr. Taylor states, is principally due to the fact of some new lines having been established—the China Commercial Steamship Company, the British India Steamers now visiting the port, the addition of some new steamers to local firms, and lastly to an increase of coal imported from Australia in steamers new to the Port. The river steamer tonnage was increased principally by the addition of the *Kinshan* and *Wing Chai* and by the additional sailings of the Hongkong, Canton & Macao Steamboat Co. The great increase under foreign flags in 1902 was not quite kept up in 1903. In the former year the growth was 1,267 vessels of 1,358,709 tons; last year it was 681 vessels of 1,063,904 tons. The flags gaining in 1903 were those of the United States, of China, of Japan, and of France.

Under the heading of Trade, we observe net increases alike in imports (21,847 tons), exports (24,252 tons), and transit cargo (502,553 tons). The great advances of 1902 in imports (432,476) and exports (126,814 tons) were not kept up, but the transit cargo figures of 1902 (23,812 tons) were enormously improved upon. Of individual imports, coal continued to improve, 14 per cent. being last year's increase. Cotton entirely recovered from its decline in 1902 and increased over 80 per cent. Case petroleum and flour also took upward turns, though not so pronounced. Bulk petroleum continued to decline, and rice, sugar, and timber all fell off after their improvement in 1902. In the total reported import trade of Hongkong, we find that 1,218 less vessels, but of 1,091,807 more tons, brought 470,392 more tons of cargo; of this latter 32,161 less tons were discharged at Hongkong than in 1902. In export trade 1,343 less vessels, but of 1,102,090 more tons, took 111,431 less tons of cargo from Hongkong; but 21,617 more tons of bunker coal were shipped hence.

These figures tend to become tedious, and we shall inflict no more on the reader now. We have perhaps quoted enough to show how firm is the Colony's position in the shipping world in the absence of any rival near by. It is this position which we have now to defend against the possibility of opposition. And herein lies the enormous importance of the railway question to Hongkong. Until we see the Kowloon-Canton Railway built we cannot feel safe.

This month there will be two public holidays following each other, namely Whit Monday and Victoria Day, the 23rd and 24th inst.

The Lawrence-Murray slander case which was down for hearing in the Supreme Court yesterday afternoon was withdrawn at the last moment.

Five more fatal Chinese plague cases were reported in the 48 hours ending at noon yesterday. Two of the bodies were found, one of them floating in the Harbour.

It is stated that the infamous General Gribsky, who ordered the massacre at Blagovestchensk in 1900, is commanding the garrison artillery at Port Arthur.

An Chin, a Chinaman charged with burglary at the Surrey Quarter Sessions, was found to be insane, and was ordered to be detained during his Majesty's pleasure.

The visitors to the City Hall Library and Museum last week were 210 non-Chinese and 60 Chinese to the former, and 72 non-Chinese and 1,071 Chinese to the latter institution.

The stocks as used at Hongkong is a mild punishment compared with a torture in vogue at Shekwan. During the great festival a Chinaman was chained up like a dog with an iron collar locked around his neck. He had about ten feet of scope.

The clerk to the Stepmey guardians denies the truth of the popular belief that "every British child born at sea is a parishioner of Stepmey." It is not, and so far as he can ascertain, after much enquiry, he says, never has been the case. This will be disappointing news to several people in Hongkong, who claim Stepmey as their domiciliary parish.

A griffin at Hongkong recently accosted a Chinaman in Des Vieux Road:—"Will you be so kind as to direct me to the China Navigation Company's offices, of which Messrs. Butterfield and Swire are the agents?" The Chinaman, though he reckoned he knew the foreigner's language, could not understand him. He responded:—"No save! What fo' you no speekie Englis' allee same me?"

In a *Government Gazette Extraordinary* issued last evening it was notified that Mr. W. Cowan, Emigration Agent for the Transvaal Government, is until further notice appointed a Deputy Emigration Officer here. A notification by Mr. Cowan declares the present temporary buildings at Laichikok to be a depot for the reception of intending emigrants for the Transvaal.

The funeral took place yesterday at Happy Valley of Mr. J. Williamson, chief engineer of the West River s.s. *Sau-ai*, late second engineer of the H.K.C. & M. Steamboat Co.'s s.s. *Fahlan*. A large number of mourners followed the remains to the cemetery. Mr. Williamson was quite a young man, but had been in failing health for some time. The immediate cause of death was phthisis.

NAVAL NOTES.

H.M.S. "ALACRITY."
The despatch boat *Alacrity*, flying the Vice-Admiral's flag, again left port yesterday.
U.S.S. "MONTEBET."
The monitor *Montebet* undocked yesterday.

A CHINESE HUSBAND.

Most of the witnesses at the inquest into the death of John Go Hing, a Birkenhead laundryman, held at Liverpool on the 7th ult., were Chinese, but there was one notable exception, says the *Daily Mail*. This was his English wife, a young woman of nineteen years, fresh-complexioned, with dreamy eyes and coils of beautiful flaxen hair. She was dressed in black. Her little two-year-old son was a distinct contrast. He is of true Mongolian type: his eyes are by no means dreamy and his skin is yellow. The evidence showed that Go Hing was shot by Ping Sun during a gambling dispute, and a verdict of wilful murder against Ping Sun was returned.

FIRE ON THE WATER-FRONT.

\$13,000 DAMAGE.
Fire broke out at No. 36, Connaught Road, a water-front house situated to the west of the Harbour Office, at about 2.50 a.m. yesterday morning. The Brigade, under Mr. E. H. Hallifax, Deputy Superintendent of Police, and Mr. H. G. Baker, Chief Inspector of Police, hurried to the scene. The conflagration commenced on the third floor, premises occupied by the wife, child, and *coolie* of a Winglok Street storekeeper, the husband being absent. Flames rapidly spread to the second floor occupied by the Hongkong and West River Steamboat Co. On this floor there were various cases of rockets, blue-lights, etc., which caused repeated explosions bursting through the floor and roof. The ground floor of 36 (the Kwong Sang Wo Hong) contained a quantity of oil and to guard against this catching fire the Brigade incessantly directed a stream of water there, completely flooding the place. The fire spread to No. 37, a house partially occupied by I Yik Chung, sulphur, saltpetre, and cracker merchant, and partially by the Kwong Hing Loong Medicine Shop. By this time the police had two escapes up against the building, two engines pumping water from the harbour, water from the mains, and water from the float worked by Engineer MacDonald. The Brigade had things much their own way in about two hours, but by this time No. 36, excepting the ground floor, had been completely gutted, and the second and third floors of No. 37 were gutted.

The damage in all is estimated at \$13,000, which is covered to the extent of about \$10,000 in various insurances, including the Union, London and Lancashire, Queen's Fire Insurance, the Tung On, and others.

THE ST. CLAIR-CHRISTIE FIGHT AT CANTON.

Owing to the refusal of the Chinese Imperial Customs to allow the s.s. *Charles Hardwin* to run up to Canton on Sunday in connection with the prize-fight that had been arranged to take place that night between Charles St. Clair and Jas. Christie there was a very poor attendance of spectators. For the occasion a match had been erected at Wongsai. Half-past nine was the time fixed for the combatants to take the ring, but it was nearly two hours later before proceedings commenced. Owing to the small attendance there was some question whether the fight would come off at all as the money supposed to be deposited as a purse was not forthcoming. However, as a result of canvassing the spectators a sum of about \$300 was guaranteed, and it was agreed that the men should fight ten two-minute rounds, the winner to take the purse. Mr. Younger, of the I.M.C., acted as referee. The floor was composed of sand instead of the ordinary wooden planks. All through, the fight was tame. Clinches were frequent and occurred in every round, sometimes more than once. Christie played a waiting game and did little damage to his opponent, who indeed got home some hard swings on the body. In the third round St. Clair's waist-sash became undone and impeded his movements, giving an opportunity to Christie that he in sportsmanlike fashion refused to take. On the whole Christie showed the better condition. In the seventh round St. Clair was decidedly groggy, and he continued to show signs of distress during the three remaining rounds, at the conclusion of which the referee declared the result to be a draw. Christie got the worse punishment but was the fitter man at the end. Each competitor secured about \$300 as his share of the proceeds.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR

PORT ARTHUR STILL OPEN.

LONDON, 9th May, 10.35 a.m.
It is officially declared at St. Petersburg that Port Arthur is still open.

RUSSIAN LOAN.

LONDON, 9th May, 10.35 a.m.
It is announced at Brussels that a Russian Loan of 45,000,000 francs was signed on Saturday.

THE VLADIVOSTOCK SQUADRON.

LONDON, 9th May, 10.35 a.m.
The Vladivostock squadron has returned to port.

RUSSIA AND THE AFGHAN FRONTIER.

WARLIKE DEMONSTRATION.
LONDON, 9th May, 10.35 a.m.
Russia is making a warlike demonstration on the Afghan frontier.

THE MARSEILLES STRIKE.

EXTENDED TO HAVRE.
LONDON, 9th May, 10.35 a.m.
The Marseilles strike has extended to Havre.

THE TIBET MISSION.

KARO PASS CAPTURED.
LONDON, 9th May, 10.35 a.m.
Karo Pass, captured after three hours' fighting. Col. Bathune's loss was three killed and 21 wounded, while the Tibetan loss was 200 killed.

PHILIPPINE TAXATION.

STRONG PROTEST.
MANILA, 9th May, 8.3 p.m.
A committee comprised of the Presidents of the five Chambers of Commerce strongly protested against the revenue measure, declaring the rates excessive, and conditions too inquisitorial. The taxes on business, manufactures, and occupations were objected to as prejudicial to local industries. The corporation taxation was emphatically opposed as unjust and discouraging to capital. The memorial suggests a modified bill as possibly acceptable, but in its present form it is impossible for existing conditions. This is the most considerable opposition yet offered. The measure will be shortly up for passage after three years' consideration. It is intended ultimately to supplant the import revenues.

REUTER'S SERVICE.

THE WAR—PORT ARTHUR SEALED.

LONDON, 7th May.
Though not officially admitted, it is believed in St. Petersburg that Port Arthur is isolated and the harbour sealed. Admiral Alexieff and the Grand Duke Boris left hurriedly to avoid being cut off. The smallest possible force has been left at Port Arthur, which is provisioned for one year.

THE TIBET MISSION.

LONDON, 7th May.
The *Daily Mail* says that 800 Tibetans attacked the Mission at Gyatse on the 5th instant and were repulsed with great loss. The Mission had two Sepoys wounded.

A PHANTOM SHIP.

**MYSTERIOUS EXPERIENCE OF THE
"QUONG NAM."**
The *Quong Nam*, from Hoilo with a cargo of sugar, has a mysterious tale to tell. The vessel left the Philippine port on the 2nd inst., experiencing very rough weather. On the 6th inst., shortly after midnight, the vessel being in about Lat 23.30 N., Lon. 115.50 E., the second officer was on watch. He saw a light the stern light of a steamer, about a mile ahead. A blinding rain squall struck the ship about that time, the wind simply howling through the rigging. The second officer, in spite of his being sheltered from the fury of the elements behind a canvas "dodger," could not see a yard ahead. After the squall had passed no steamer was to be seen. The officer promptly called the captain and chief, engines were slowed down, and the *Quong Nam* was kept cruising around till daylight—but nothing further was seen of the ship ahead. One man jokingly asked the second officer what he had that night, but he is certain he saw a steamer. The only rational explanation, therefore, is that some good ship has gone to the bottom.

WAR NOTES.

JAPANESE OFFICIAL DESPATCH.

The following despatch was kindly sent to us for publication by the Japanese Consul on Sunday night, but unfortunately, by some accident, did not reach us in time to be inserted.

"Tokyo, 8th May.

"General Kuroki reports that our cavalry is dispersing the enemy. Our infantry detachment occupied Fenghuangcheng on the 6th instant. The enemy before evacuating burnt [their] ammunition. The enemy's refugees continue to come out of the adjoining forests and villages and surrender. The natives say the Russian wounded were passing Fenghuangcheng on litters on the 2nd instant to the amount of 900; their total casualties probably exceed 3,000. Our army landed at [a point in] Liaoning reports our detachment repulsing a small body of the enemy. On the 6th instant they occupied Palantien, and destroyed the railway and telegraph. The communication to Port Arthur was cut."

TELEGRAMS TO SHANGHAI.

We take the following from the issue of the *N.C. Daily News*, to hand yesterday:—

"Peking, 2nd May.—The Russians are building three pontoons near Hsinmintun. They have bought a hundred or more junks at Newchwang, and are using the materials in the construction of a branch railway between Niuchuan and the forts at Yingkou, and have compelled the Chinese local officials to repair the main road between Hsinmintun and Moukden. The Russian forces on the west bank of the Liao river are increasing day by day."

"Tokyo, 2nd May.—Six Russian posts have been established west of Liao by a Colonel with 1,000 men, the proposed neutrality of the territory west of the Liao being actually broken."

[In this connection we may note that a Hainmintun native despatch states that of late unprecedented numbers of Russian soldiery have again begun to invade Chinese neutral territory west of the Liao river.—Ed. D.P.]
"Peking, 2nd May.—The Russians are building new forts, in the hills west and north of Dalny city, and have dug mines on both sides of the wharf."

"Tokyo, 2nd May.—It is learnt on good authority that the Japanese passage of the Yalu, the artillery operations, and the occupation of the highlands near Chuliencheng were carried out according to the prearranged scheme of operations. The prompt occupation of Chuliencheng was largely due to the superiority of the Japanese artillery, coupled with the experience gained in the China-Japan War. The Russian guns, like the French, are excellent, but too light. As to the occupation of Chuliencheng, the Imperial Guards, who took the centre, and whose casualties are therefore more numerous, behaved splendidly. The major, who was wounded, heads the whole list of casualties. The taking of the key of the position near Chuliencheng was probably effected through silencing the Russian artillery on the left flank. The subsequent pursuit of the enemy was very hot work."

"It is gathered from different sources that the Yalu operations, extending over about five miles, were effected most satisfactorily and promptly, almost as if they were only manoeuvres, which reflects great credit on the previous reconnaissance. The Russians reopened their resistance at Chuliencheng on the 1st instant, the Japanese victory being made complete by a furious attack on the enemy from three sides in the afternoon. Twenty guns were captured with all their waggons, over twenty officers, including a Colonel of Cavalry, and many men. It appears that the Russian artillery fire was effective at 7,500 metres (over 8,000 yards); their bravery may be admitted, but their fire was not very well aimed; on the other hand, the excellence of the Japanese heavy artillery was fully borne out by its effect on the enemy, and the Japanese martial spirit is running higher than ever, as reported by General Kuroki. The naval detachment co-operated with the army from a point four miles lower down the river. This harmonious co-operation greatly expedited the general operations."

"The Russian forces numbered 30,000, with 48 guns, with a front extending four miles. It has transpired that the Russian forces engaged consisted of their picked corps, while the casualties on both sides—700 Japanese and over 800 Russians—imply that it was a very hot engagement."

"The operations beyond the Yalu were continued from dawn to yesterday evening with unrelaxing intensity. The Russians will now be compelled to retire to Fenghuangcheng via the main road along the Yalu."

"Tokyo, 2nd May.—From later advices it is learnt that the soldiers on board the *Kinshu Maru* burned all documents, removed their uniforms and badges, and after firing volleys, gave three cheers for the Emperor and for Japan. Torpedo-boats escorted the *Kinshu Maru* on her outward voyage, but could not do it on the return voyage owing to the bad weather, and this caused the disaster. The distance between the *Kinshu Maru* when she was stopped and the land was sixteen miles."

RUSSIAN FINANCIAL MEASURES.

The *Official Messenger* (St. Petersburg) last month published a communication with regard to the retrenchments in certain branches of State expenditure which have been decided on in consequence of the war. The communication shows that it has been found advisable for the present to devote the free balances in the Imperial Treasury to war purposes without resorting to other means, and further to increase the funds in the Treasury by means of economies in the Budget for 1904, especially in the civil estimates. The scheme for effecting economies was drawn up at a special conference presided over by Count Solsky, and after being approved

by the Minister of Finance and examined by the Council of the Empire, was finally sanctioned by the Tsar on the 18th ult. The guiding principle in making the reduction was that they were only to be effected in respect of fresh measures intended for the improvement of existing services, and without disturbing the ordinary course of public life or infringing the rights of any person as regards the obligations of the Treasury. The total sum yielded by the savings effected amounts to 134,377,166 roubles (£14,304,768). Of this amount a sum of over 15,000,000 roubles (£1,500,000) comes under the head of credits sanctioned last year; the remainder, amounting to 115,493,366 roubles (£12,209,130), falls upon the Budget for 1904. The chief reductions are on account of railway construction, namely, 54,000,000 roubles (£5,709,680), the improvement of existing railways, and various works on the naval stations of Vladivostock, Port Arthur, etc. The reductions in the Budget for 1904 amount to 5.3 per cent. of the whole. The ordinary expenditure is reduced by 60,000,000 roubles (£6,344,121), as compared with the Budget estimate, being 3 per cent. of the entire sum standing under this head. But even after these reductions the total of ordinary expenditure is still in excess of the amount under that heading in the Budget for 1903 by 26,000,000 roubles (£2,759,119). The largest saving has been effected by reductions in the extraordinary expenditure, namely, 26 per cent. It amounts to 55,000,000 roubles (£5,815,444).

QUANTITATIVE IDEAS OF RUSSIAN TURKOMANS.

The *Turkistan Gazette* publishes the following picture of the war in the Far East, as seen through Turcoman spectacles, which gives a good idea, says a correspondent, of the notions that the natives of Central Asia entertain about the origin and progress of the struggle. An educated Turcoman was heard delivering the following story to a circle of compatriots, who listened with the most devout attention:—"Far, far away to the East, beyond China and India, there is a vast ocean with countless islands, the name of which is Japana. The inhabitants of these islands are very rich and very industrious, and they possess splendid ships, in which they trade with the mainland. As they are not far distant from the Russian dominions, the Tsar coveted these islands, and in order to seize them assembled a fleet, which came to grief through some unknown cause. The Tsar then resolved to make another attempt, but, having learned his intention, the islanders forestalled him by attacking his fleet. The Tsar has now sent a great army to punish them, which, doubtless, will entirely deprive them of their independence. The inhabitants of these islands are Mussulmans, followers of the Imam Shafai. Education and knowledge are very widespread among them. They live peaceably by using the treasures of gold and silver in which their country abounds."

THE RUSSIAN ARMY.

The correspondent of the *Figaro* in St. Petersburg claims to have had access to a detailed list of the Russian troops sent to the Far East. He says that on the 28th March there were in Manchuria 177,000 infantry, 17,000 cavalry, and 256 guns; of these 25,000 men and four batteries are engaged in guarding the railway. By June 28th the Russians will have 130,000 more infantry, 30,000 more cavalry, and 250 more guns in Manchuria. The Japanese were said to have only landed 80,000 men, and 100,000 were waiting for transport when the commissariat arrangements permit it. The same correspondent is responsible for the following:—"According to information derived from an orderly officer of General Kuropatkin, the opinion at headquarters is that there will be no big battle before September. There are now 245,000 men in Manchuria. There will be 300,000 by the end of April and 500,000 in September. General Kuropatkin will, if necessary, cross the Yalu in order to come into contact with the Japanese. He will first try to seize Pingyang. The only fear entertained in high quarters in Russia is that Chinese troops may intervene should the Japanese obtain a success. General Kuropatkin has telegraphed to General Mitenko to avoid all encounters until he is sure of complete safety. General Kuropatkin regrets that in the skirmish at Chong Ju General Mitenko did not use his guns."

THE SUNKEN FIREFSHIPS AT PORT ARTHUR.

In the papers from Europe the latest mail now notice the following in one of the telegrams from Port Arthur:—"It is hoped that the sunken fireships will soon be brought into port, and it is intended to utilise them for general purposes in the harbour, they being still in fair condition. The work of raising several of these vessels, which are of 3,400 tons burden, has already been accomplished."

MISCELLANEOUS.

It is believed in Japan that the "steammunch" blown up with the loss of 21 lives at Port Arthur was the victim of a Japanese mine.

The guns have been taken out of the *Tsarevitch* and *Reliance* at Port Arthur and mounted in Society Bay.

A telegram dated London, 25th April, to a Japanese paper says:—"It is reported from St. Petersburg that two Japanese disguised as Chinese beggars attempted to assassinate General Kuropatkin at Nowolnowsk. Both men were arrested and knives were found upon them."

A *Mainichi* correspondent, who visited Liaoyang recently, states that General Kuropatkin has his headquarters at Liaoyang. The General has visited all outlying posts and is doing his utmost to encourage his men. They are, however, depressed and low-spirited, mostly owing to the corruption of the officers. The men desire to be captured by the Japanese army and sent away from the front to a safer place. Twelve forts have been built outside of Liaoyang, and there are 1,900 infantry and 20 guns between the gates of the city and the railway station. There are also 5,000 infantry at the Tachen River to the east of the city. These men are all from Siberia. Some are young soldiers, others are veterans. Amongst them are lots of fourteen or fifteen, hardly able to handle a gun.

PAKHOI.

[FROM OUR OWN CORRESPONDENT.]

PAKHOI, 5th May.
SEQUEL OF THE RECEIVING CASE.
 In consequence of the rumours that several officials, including the Prefect and Sub-Prefect of Limchow, had received bribes in order to mitigate the punishment on the charge of receiving stolen goods by Cheong Kwok Fong, the principal of the Kwong Cheong Hing shop of this port, in January last, an enquiry has been instituted in Limchow by the Prefect. Cheong Kwok Fong was summoned to Limchow a fortnight ago and was asked how much money he had spent privately to obtain his release. On being pressed to tell the truth, he declared that he had spent over \$1,000 in presents to various petty officials, and amongst the recipients were the late magistrate of Pakhoi, two officials of the Municipality, and the official in whose custody he was while his case was pending decision. The bribed officials were ordered to refund the amount they had received, and it will be devoted to educational purposes together with the \$2,000 of the original fine. After the enquiry, Cheong Kwok Fong was allowed to return to Pakhoi, but fearing still further troubles, he made a hasty departure by a Hongkong steamer, leaving his shop in the hands of his joks.

HEAVY RAIN.

We experienced an unprecedented heavy rain fall on the 28th ultimo. It started slightly before one o'clock in the morning, gradually increasing in strength, and by daylight it poured in torrents, continuing until 9 a.m., when it began to slacken. By this time the streets were almost impassable; the water in some of them was quite two feet deep. Several houses have collapsed and have been partly washed away, but no lives were reported to have been lost; large quantities of rice, paddy, and other merchandise in stores were soaked and damaged. The foreign community sustained no other damage beyond having their gardens and compounds flooded for a good part of the day, but the east wall of the Custom House, not being strong enough to resist the great mass of water pouring down from the plain on the upper levels, collapsed shortly after daybreak. This plain itself was temporarily converted into a lake on which a barge could easily float. The rain-gauge at the Custom House, I am informed, registered over nineteen inches at 9 a.m. on the 28th. Considering that the rain began about 1 a.m., the amount of water during the nine hours is marvellously large, even for a tropical country.

A REVENUE CRUISER.

The Customs cruiser *Kaipan*, Commander C. J. Williams, arrived here on the 2nd inst. on a cruising visit.

A MACAO LOTTERY TICKET.

A crowd of jovial, weather-beaten tars, mostly married men who had deserted the quietude of long sea voyages so as to see more of their homes, skippers and mates of Hongkong-Canton River steamers, were sitting around the fireless stove of the s.s. *H—*, enjoying a quiet smoke and chat, and by the way, drinking the Captain's whisky. Many and curious had been the various yarns spun, only one old "sea-dog," a man who bore the reputation of having smuggled arms to the Moros in days gone by, remaining silent.

"Come on, Jock," said one of the company, "it's your turn now!"
 "Well," replied the other, refilling his pipe, "when I was Mate of the *C—*, some two years ago, we arrived at Canton one morning, when a Chinaman asked the skipper to buy a ticket in the Macao lottery; the last one he had left. The 'old man' knocked the ticket out of the Johnny's hand, the wind carried it far astern, and it was borne away by the freshest. The Chinaman made a bit of a bobby, of course, but we shoved him down the gangway with little ceremony, and nobody thought anything more about it. After tiffin I strolled aft to clear the engine and, as I leaned over the after-rail, dash my eyes if I didn't see that darn'd ticket floating up river with the incoming tide. I jumped into the 'tween decks in less time than it takes to relate and tried to fish it up with a boat-hook, but as I could not reach it had to set off in a sump. The Chinaman, who you probably have heard, that when one man saves another from drowning the rescued man belongs for life to his benefactor. Well, seeing that I was in China, and having been taught when I was a youngster that when one is in Canton he must do as Canton does, I reasoned that that ticket belonged to me, and I put it away in my ditty box."

Old Jock here paused, poured out a fresh peg, and proceeded to relight his pipe.
 "Yes!" exclaimed all in chorus, "and did it win the first prize?"
 "No," answered Jock with great deliberation, "it didn't win a bloomin' thing."

"THE COMING FIGHT IN THE RED SEA."

Passengers on the s.s. *Himalaya* had a good time on the voyage out, judging from the contents of the *Ocean Post*, the daily journal published on board. A "telegram" from its "special correspondent at Aden" announces that "two Russian war vessels have left here with the intention of sinking or capturing the *Himalaya*, as it is supposed that a Japanese duke travelling under the name of Mikami is on board." "Sooner than give up our little Jap (comments the editor), we will go fishing for chariot wheels. We ask every man to join our Volunteer fighting crew. We have already permission to use the brass muzzloaders, but as there is no shot we have arranged with the chief steward for a good supply of pastry. Any loot obtained should be handed over to the editor."

RAILWAYS IN CHINA.

The Shanghai native papers are busy themselves with the subject of various railway projects in China. According to the *Sinwenpao* an American merchant has applied from the Waiwup for permission to build the Taiyuan Hankow railway, with a capital of Tls. 40,000,000 which have already been subscribed, definite arrangements having been made with the Governor of Shensi as regards the railway. This railway, as proposed, will run from Taiyuan-fu, Shensi, passing Shensi, through Tang Kwan, and on to Hankow. The Waiwup have not yet given any reply.

The *Universal Gazette* learns that the original scheme of the Belgian railroad merchants was to construct a line of railway from Shanghai to Canton where it would join the Canton-Hankow Railway, but in time their engineers found that Fohkien and Chekiang, through which the proposed line had to pass, were so mountainous that extraordinary labour and capital would be required to carry out their scheme. Therefore they finally gave the idea up and turned their attention to the northern section of the Canton-Hankow Railway, but as the right to construct this section had been acquired by others, the Belgians had likewise to give up the idea. [This we believe to be quite incorrect.—Ed. D.P.] They then at last hit upon the scheme of the Shanghai-Human Railway which was to come into contact with the Canton-Hankow Railway in Hunan Province. They proposed to build this line from Shanghai to Hangchow and then by way of Changshan of Chuchow of Hangchow to Yushan, Kinngsi, then by way of Nanchang, the provincial city of Kiangsi, to Changsha, Hunan; consequently the line will pass through the four provinces of Kiangsu, Chekiang, Kiangsi and Hunan, where it would cut through the branch line of the Canton-Hankow Railway. The Belgians proposed further to compete for the privilege of constructing this branch line so as to share its profits with the Americans. Now this whole scheme was taken up by the Belgians before the Boxer disturbance, but it was not till last winter that it assumed any definite shape. At that time, a Hunan, a Fohkien, and two Chekiang merchants, with some Belgian merchants in Shanghai, got hold of this idea, and it was proposed that the Belgians were to go to Peking and ask the representative of a certain Power (the Belgian Minister?) to obtain on their behalf this concession from the Chinese Government, while the Chinese originators were to proceed to Peking to work the scheme to a success through influential officials. They promised the Empress-Dowager through a certain Imperial clansman that the Belgians proposed to prospect for a capital of Tls. 3,000,000 to build this line, and the latter would present out of this Tls. 1,000,000 to her as a royalty, as soon as she had given consent, the amount to be immediately deposited with the Russo-Chinese Bank at Peking. It was understood that the originators would get Tls. 300,000 as their reward for carrying out the scheme to a success and the four Chinese originators would also get appointed to lucrative and influential posts on the railway when it has been completed during construction. The whole scheme has been carried out most secretly, but it is said that its success is now assured. After a decree sanctioning the right to the Belgians has been promulgated they will immediately proceed to Belgium to prospect for capital. If the Chinese wanted a certain number of shares, they could purchase them in advance now and the shares could be retained for them, but not otherwise.

It is to be noticed that no British railway schemes in China are talked about. This is as we should expect.

THE ANTARCTIC EXPEDITION.

The Antarctic exploring expedition which sailed from New Zealand in December, 1901, under Commander R. F. Scott, R.N., returned to Lyttelton in March with the two relief ships which sailed from Tasmania in 1903.

It was in January 1902 that the *Discovery*, under Captain Scott, R.N., pierced the icecap on its voyage furthest south. Lieutenant Armitage, R.N.R., formerly of the Jackson-Harmsworth expedition, was second in command. After visiting Cape Adare and other points on Victoria Land, the vessel sailed eastwards along the ice cliffs of the great ice barrier of Ross for over 400 miles, or 150 miles beyond the furthest point previously reached by explorers. Then its journey was blocked and the winter was passed at the foot of Mount Erebus and Mount Terror. The lowest temperature experienced was 62deg. F. below zero. At the coming of spring sledge parties were organised, and much useful and daring work was accomplished. Once Captain Scott and some companions beat all records, reaching the latitude of 82deg. 17 min. S. Their journey took ninety-three days and they travelled nearly 1,000 miles, suffering great hardships.

The *Discovery* was left imprisoned in the ice south-west of Erebus and Terror, and the *Morning* was sent out to her relief. The latter found Captain Scott's ship icebound and was unable to approach within ten miles, so that all stores had to be carried over the ice. The *Morning* then returned, but the summer failed to release the *Discovery*, and it became necessary to despatch further relief. The *Terra Nova*, a fine old whaler, was consequently fitted out to go to the assistance of the ship that had sailed furthest south.

POLICE COURT.

Monday, 9th May.

BEFORE MR. H. H. J. GOMPERTZ
 (ACTING POLICE MAGISTRATE).

ON BOARD THE STEAMER.

A Chinese lady while on the steamer going to Shekwan had rather an unpleasant experience. Another passenger came and sat alongside the young lady and stole her umbrella.

Fifteen days' hard labour and six hours' stocks.

THEFT.

Mr. Hazeland appeared on behalf of a man charged with stealing a jacket. It appears that defendant took the garment from a partition of a cubicle, inside of which a woman was sleeping. He was sentenced to 15 days' hard labour and six hours' stocks.

NO OFFENCE.

Sergt. Kerr charged three men with carrying bamboos under verandahs, causing obstruction on the footpaths.

The Magistrate said this was no offence under the ordinance.

YOUTHFUL THIEF.

Sanitary Inspector O'Kieffe charged his Chinese boy, 16 years of age, with stealing \$11.70. The young thief bought a watch and chain and had a trip to Shekwan with the spoil, but now has to look at the matter from another point of view.

Twenty-one days and ten strokes with the birch.

PITCH-AND-TOSS.

For playing pitch-and-toss with some of his friends a Chinaman was fined \$5.

ASSAULT.

Bartholomew, an ex-P.C., was charged with assaulting a richa-coolie, a civilian, and a police constable. He was fined \$25 or 42 days.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

OUT OF HIS MIND.

Mahomed Ali, a soldier of the 110th Mahratta Light Infantry, was charged with behaving in a disorderly manner. He made a great noise in court, crying out *La la ilallah, Mahomed rasulallah*, also calling for his father and mother.

The charge was withdrawn as the man was considered out of his mind.

FORGERY.

Dr. Hall Wright charged his "boy." The servant collected \$12 to pay a bill, pocketed the money, and gave his master a forged receipt. The servant put off the man to whom the money was owing for some time, but the latter eventually applied personally to Dr. Hall Wright, and the theft was discovered.

Six months' and six hours' stocks.

UNLAWFUL POSSESSION.

A marine hawker was charged with unlawful possession of three ingots of zinc. It appears, from the evidence, that the man received the ingot in exchange for Chinese lilies on board the P. & O. s.s. *Malta*, from one of the engine room staff. Defendant had failed to put in an appearance when case first came on, so forfeited \$100 bail. He afterwards came up of his own accord and was fined \$1, making \$101 in all.

"ASTRAL SIGHT."

According to an American journal, Vesta La Vista, a member of the Cosmological Centre, has been making visits to Mars and Venus by projecting her astral body to those planets. She related her experiences and impressions recently in a lecture before the society. "Mars is," she explained, "peopled with an enthusiastic, stalwart, noble race of men, with complexions shiny and black as ebony. They are wiry, muscular, taut, and very supple. They play with electricity as we would with fireworks."

"They have a way of flashing firelike radiations from their legs that makes their presence decidedly luminous, lively, and at times somewhat dazzling. They appear like huge warriors attired in atmospheric rainments of flame."

"The Mars women are beautiful, with daintily-moulded forms, and with very fair complexions. Their flesh is luminous."

She described the architecture of the country as transcendent, and said the arts and government were of proportionate superiority to this world.

"Venus," according to the lady, "is small, but a very beautiful and tropical planet, and is inhabited by a charming race of beings; they are associated most happily in semi-mated couples, for they have a flexible astral or psychological tubing, which invisibly connects their bodies and prevents them from wandering or straying or being separated at any time from their true soul-mates."

A CHINESE MURDERER.

WILD SCENES IN COURT.

An unprecedented scene was witnessed in the corner's court at Peak Hill, New South Wales, recently, when a Chinaman named Ah Chick, who had given himself up for the brutal murder of Mr. Tregaskis, a local resident, was led in handcuffs. As he passed up the room, Mr. Oxley, a justice of the peace and son-in-law of the murdered man, intercepted him and struck him a terrific blow on the mouth, felling him instantly. Mr. Oxley was immediately secured by the police, and remanded to be dealt with by a magistrate. Later Mr. Tregaskis's son was called to the witness-box. Anticipating trouble, the police watched the witness closely, but the latter contrived to hurl a large stone at the Chinaman, striking him on the head, and inflicting an ugly wound. The police closed and grappled with the witness, and a wild scene followed. Friends of the murdered man fought and wrestled to get at the trembling prisoner, chairs and tables were knocked over and smashed, and together with the dock and other furniture in the court-room, were splashed with blood.

STEAM COAL FOR THE FAR EAST.

The *British Trade Review* of April 1st says:—The steam coal market, owing to the abnormal demand for the Far East, has been excessively busy, and prices show a steady advance. From returns issued, it seems that during the months of January and February no less than 272,392 tons were shipped to Japan, Singapore, Hongkong, Colombo, and Port Arthur. As compared with the corresponding period of the last year this shows an increase of about 200,000 tons. Since then an additional 100,000 tons have been purchased for Japan alone, fifteen steamers having been fixed within a period of seven days. From seventeen to twenty steamers have been taken up for Hongkong, the rates to which port have advanced from 18s. to 25s. A good deal of this coal, however, does not represent new purchases, but forms part of the contracts made by the British Admiralty in the autumn of last year. Large shipments have also been made within the last few days to Shanghai, Colombo, and other Eastern ports. For very obvious reasons no coals have been purchased for Port Arthur since the end of January, though it is reported that Russian agents have been seeking tonnage for Kiao-chau, the German concession in China. A freight as high as 65s. is said to have been offered to any shipper willing to lead to this port, but as the charter includes a secret option, which may mean that on the arrival of the vessel at Kiao-chau, the captain may be instructed to run the blockade to Port Arthur, up to the time of writing nobody had been found willing to undertake the risk. Still, very pressing inquiries are being made at five or six of the best steam collieries as to the terms upon which they would be prepared to supply 20,000 tons, or an aggregate of 100,000 tons, in May next, for ports in the Yellow Sea. During the month two Japanese steamers have left Cardiff, before having the port of the shippers entered into a bond with the Customs authorities that the coal was intended solely for bunkering the vessels, and so escaped payment of the coal tax. The abnormal demand has sent up prices of best coals from 15s. 6d. to 16s., and in some cases to 16s. 6d. per ton; second-class coals are also selling at 15s. to 15s. 6d.

MR. ALLEYNE IRELAND ON THE MALAY STATES.

Mr. Alleyne Ireland, whose writings now meet us at every turn, has contributed to an American magazine an interesting study of the administration of the Federated Malay States. In the Philippines Americans recognise "a very difficult proposition," and they have also the wisdom to recognise, as Mr. Ireland's mission testifies, that they may materially lighten their task by making a judicious use of the experience gained by older colonising Powers in dealing with Asiatic peoples. The idea is admirable if the conclusions would be accepted. Mr. Ireland prefaces his account of the administration we have established in Malaya by a brief historical summary of our connection with the Malay Peninsula. "The origin of British rule in the Malay States," he says, "an interesting study, because it represents territorial acquisition (or a degree of control which, in fact, amounts to that) under circumstances which have always seemed to practical men of action to justify the event, but which to the armchair traveller, to the long-distance philanthropist, have always afforded, and still afford, material for painful sermons on the inherent wickedness of all strong nations, and the inherent goodness and right-mindedness of all weak native races. It is a conflict of theories which can never be reconciled, because one side argues from conditions as they are and always have been, the other from conditions as they ought to be and never have been—in a word, from the opposite standpoints of observation and speculation." Mr. Ireland traces the various stages out of which there has grown the existing federation under the authority of a Resident-General, the agent and representative of the British Government. He pays a well-deserved tribute to the work of Sir Andrew Clarke, Sir Hugh Low, and last but not least, to Sir Frank Swettenham. But it is to his summary of the results that have followed the introduction of British rule in Malaya that we may direct attention. What Mr. Ireland asks, has British rule achieved for the Malay States? His answer is that "it has given the native security of life and property; it has abolished slavery and the exaction of unpaid labour; it has established permanent land titles; it has provided free education and free hospital treatment and medicine for all; it has exterminated piracy; it has put an end to the recurrent scourges of smallpox and cholera; it has concentrated over 1,000,000 of metal rods; it has built out of current revenue 300 miles of railway, which carried nearly 4,000,000 passengers in 1902, and earned in ten years a net revenue of over \$7,000,000; it has, perhaps unwittingly, left the natives untaxed. We stop here, though it does not exhaust the appreciation that Mr. Ireland extends to the work done in the States, since the middle seventies, and in which any administration may well feel a justifiable pride."

SKIPPING.

A medical pamphlet recommends skipping as a mode of exercise by means of which the middle-aged may contrive to keep themselves fit in spite of the hurry and worry of twentieth-century life in cities. It is not explained whether the exercise can most profitably be taken within doors or without; but it is clear that each plan has its *prima facie* disadvantages. On the one hand the twentieth-century flat is not built with a view to skipping, and might possibly befalling like a mine of traps if all the tenants there diverted themselves at the same hour. On the other hand any middle-aged lady—who took to skipping publicly in the streets, might excite the derision of the young, like the hopping sugar-broker in Mr. Gilbert's ballet. This last objection, however, obviously depends rather upon transient prejudice than upon anything in the eternal nature of things, and might conceivably be overcome by concerted action on the part of those who need the exercise. A skipping club in every square and crescent, disporting itself maximally in the strains of a specially hired barrel-organ, would add to the vivacity of our sober thoroughfares, and perhaps even enliven the national character while improving the national health.

The Knights of the Order of S. Michael and S. George have had allotted to them a special chapel in S. Paul's Cathedral. It was in 1818 that the Order was founded. Its purpose was to commemorate the placing of the Ionian Islands and Malta under the protection of Great Britain. Its membership was limited at first to natives of those islands and to "such subjects of His Majesty as might hold high and confidential positions in the Mediterranean." Now the scope of the Order embraces the whole of the Colonial Empire, and the Sovereign is its most distinguished member. The Grand Mastership is at present vacant owing to the death of the Duke of Cambridge.

KODAKS! KODAKS!! KODAKS!!!

AND

PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment Solely devoted to

DEVELOPING AND PRINTING

or Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.,

17A, QUEEN'S ROAD CENTRAL
 (Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

THE NEXT OCEAN LEVIATHANS.

The two steamers of 28,000 tons gross which are under construction at Belfast for the White Star Line, place that line more securely than ever in the first position in the world as regards large steamers. When the two vessels are launched the White Star Line will possess five steamers of over 20,000 tons, the five being larger than the largest steamer possessed by any other line. Moreover, the new White Star lines will both be about 14,000 tons larger than the largest steamer in any other line under the British flag. The North German Lloyd occupies the second place in respect of big ships; yet the aggregate tonnage of their five largest steamers falls short of the aggregate of the five largest White Star liners by about 45,000 tons. This ascendancy of the White Star line is all the more remarkable because it has been entirely built up within the past ten years. In 1894 the Cunard Line held the first place with the *Campania* and *Lucania*, each of 12,500 tons; the American Line came next with the *Paris* and *New York*, each of 10,500 tons; and the White Star Line came only third, with the *Titanic* and *Majestic*, of 9,500 tons. At that time the North German Line held the second place in respect of big steamers, did not possess a vessel of over 8,000 tons. Even six years ago the largest vessel of the White Star Line was the *Cyprus*, of 12,500 tons; but in 1899 came the *Oceanic*, of 17,250 tons, and since that date the increase in tonnage has been remarkably rapid.

It is worthy of note that while the White Star Line is ever increasing the tonnage of its largest vessels, its directors show no disposition to add to the number of ocean liners. From the commencement of the line in 1871, till 1889, when the *Titanic* and *Majestic* were launched, the White Star Line had steamers nearly as fast as the fastest in any other line, and sometimes their boats were the fastest in the world; but since 1889 they have only built one vessel (the *Oceanic*) of 20-knot speed, and even she was never intended to compete for the honour of supremacy in ocean speed.

SHIPPING NOTES.

WEATHER.

The *Shensi*, from Chinkiang—strong N.E. wind and high sea. Clear atmosphere. The *Hatching*, from Swatow—moderate N.E. wind and clear. The *Ely*, from Chinkiang—strong N.E. wind in Formosa Channel. The *Astor*, from Shanghai—fresh N.E. breeze and cloudy. The *Ulysses*, from Singapore—moderate S.W. wind and sea to lat. 16° N. Lon. 113° E.; thence to port strong N.E. winds, confused sea, and N. swell. Weather gloomy and unsettled.

COAL.

The *Algonia*, from Cardiff, has 4,200 tons of coal, and the *Elia*, from Cardiff, 2,100 tons.

STOWAWAYS.

The "Blue Enamel" s.s. *Ulysses*, from Liverpool with 4,000 tons of cargo (1,000 for Hongkong), brought four Chinese stowaways from Singapore. She had 476 Chinese passengers.

MISCELLANEOUS.

The *Shinosa*, now at Hongkong, is homeward bound from Japan with 3,000 tons of cargo. The *Shensi* arrived from Wuhu and Chinkiang yesterday en route for Canton. The *Nestor* from Yokohama has one D. B. S. (distressed British seaman) on board. Men who have been shipwrecked are sent home under this heading.

THE JAPANESE FLAG.

Japanese papers announce two shipping transfers. The British steamer *Bonanza*, of 2,214 tons, has been sold to Mr. Oya of Osaka for 160,000 yen. The N.Y.K. has chartered the British steamer *Kelvin*.

A TOKEN OF THE WAR.

The s.s. *Elia*, from Cardiff, reports having passed a fleet of homeward-bound (from the Red Sea) Russian warships off Algiers.

A BATTERED SHIP.

"What with mutinous men and the most tempestuous voyage I have ever experienced, we had a rough time," said Captain Thomson, of the British sailing ship *Falls of Halladale*, which recently arrived at San Francisco from Liverpool. The vessel sailed from Eagle Horn met with a succession of violent hurricanes. In three weeks nineteen sails went by the board, and the pumps were worked incessantly to keep the ship afloat. One night a gale struck the vessel, smashing the fore and aft bridges like matchwood. A blinding snowstorm was raging, and the crew were up to their knees in water. Finally it was decided to make for the Cape of Good Hope. When Invercargill, in New Zealand, was reached on January 1 the crew broke out in open mutiny, but the occupants of a passing yacht being informed of the state of affairs, told the mutineers that they would certainly be arrested if they landed, and the men resumed work. Nevertheless, another revolt was declared under the leadership of a man named Mooney, who with seven others had to be put in irons. Mooney held out for thirty-eight days before he would return to work. When the vessel reached San Francisco on March 19 her main-mast and mizen royal yard had been completely carried away by the fury of the storms.

STEAMER MOVEMENTS.

The Imperial German steamer *Sachsen* left Singapore on Saturday at 9 a.m., and may be expected here on Wednesday, the 11th inst., at 5 p.m.
 The M.M. steamer *Australien*, with the next French mail, left Singapore on the 9th inst., at 4 p.m., for this port via Saigon.
 The C.P.R. steamer *Athenian* left Yokohama on Sunday, the 8th inst., p.m., for Victoria and Vancouver.

The steamer *Silverlip*, from Antwerp, London, &c., left Singapore for this port on the 7th inst., and may be expected here on the 14th inst.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 9th at 11.20 a.m. The barometer has fallen at nearly all stations, but more particularly in the Yangtze valley.
 The anticyclonic area has moved eastward and its centre is now near the Loochoo Islands, and a depression has appeared to the westward of Shanghai.
 Gradients are slight on the China Coast, and moderate N. winds will prevail in the Formosa Channel, and fresh E. winds in the northern part of the China Sea.
 Forecast:—Fresh E. winds; cloudy, fair.

TRADE MARK.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 12 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong, 18th February, 1904.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.
 WITH CHAMBER for 10 CARTRIDGES.
 FIRING 10 SHOTS in 2 SECONDS.
 SIEMSEN & CO.
 Hongkong, 3rd October, 1900.

RUINART PERE & FILS, REIMS

Established 1719.
 CHAMPAGNE GROWERS AND SHIPPERS.
 Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.
 Hongkong, 18th May, 1903.

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East. The kindly Press criticisms, both Continental and American, that the production of the Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price \$1.50.

On Sale at "NORTH CHINA HERALD OFFICE, Shanghai," MESSRS. KELLY & WALSH, Hongkong; and all leading Booksellers in the Far East.
 Hongkong, 14th February, 1903.

HONGKONG BUSINESS DIRECTORY.

JEWELLERS

MAISON LEVY HERMANOS
 Diamond Merchants and Watchmakers, 41, Watson's Building, Queen's Road, A1 at Shanghai, Manila, Paris and Hoi

PHOTOGRAPHER

M. MUMFAY, JAPANESE ARTIST.
 Bromide and Crayon Enlargements at also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; 110, 84, Queen's Road Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
 Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartmann Ration's Genuine Composition Red Hand Brand.

BISMARCK & CO.,
 Navy Contractors, Ship Chandlery, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied Vessels in the Harbour

KWONG SANG & CO.,
 Shipchandlers, Sailmakers, Provision and Coal Merchants, Hardware, Engine Tools, Brass and Iron Merchants, 144, Des Voeux Road.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for CASH.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Lister's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

FIRST-CLASS FURNISHED ROOMS, with or without Board, close to Post Office and Banks.

Apply to—

N. N. 98,

Care of Daily Press Office,

Hongkong, 10th May, 1904.

REMOVAL.

WM. POWELL, LIMITED.

BUSINESS will be entirely suspended on Monday, 16th inst. (Except in the Gentlemen's Department, 28, Queen's Road), for the purpose of REMOVAL to our NEW PREMISES in DES VOUEX ROAD, which will be open on the following day.

R. G. HECKFORD,

Manager.

Hongkong, 10th May, 1904.

MARINE EXCURSION.

THE Steamship

"SAN CHEUNG"

will leave the Tung Yick Wharf at 5 a.m. on SUNDAY, May 15th, Weather Permitting, for a cruise to the LADRONE ISLANDS or to the BOCCA FORTS, returning at 5 p.m. Fare \$3. Children Half-price.

Lunch and Refreshments can be had on Board.

Tickets can be obtained from Messrs. Kelly & Walsh, or on Board the Steamer.

[1213]

Hongkong, 4th May, 1904.

THE TRADE MARKS ORDINANCE.

1898.

APPLICATION FOR REGISTRATION OF

TRADE MARK.

NOTICE IS HEREBY GIVEN that the ITALIAN FAR EAST TRADING COMPANY, of No. 10, Des Vaux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:

A representation of a swan on water with wings raised, in the name of the ITALIAN FAR EAST TRADING COMPANY, who claim to be the sole proprietors thereof.

The TRADE MARK is intended to be used by the applicants, forthwith, in respect of the following goods:

Needles and metal goods in class 13.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the undersigned.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,

Solicitor on behalf of the Applicants,

Nos. 39 & 41, Des Vaux Road,

Hongkong.

THE TRADE MARKS ORDINANCE.

1898.

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TRADE MARK.

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A representation of a Chinese bear with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese characters 羅能行洋行 and below are the words ITALIAN FAR EAST TRADING CO., who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:

Chemical substances used in manufactures, photography or philosophical research, and anti-corrosives, in class 1.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,

Solicitor on behalf of the Applicants,

Nos. 39 & 41, Des Vaux Road,

Hongkong.

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The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:

Cotton piece goods of all kinds in class 24.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the undersigned.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,

Solicitor on behalf of the Applicants,

NEW ADVERTISEMENTS

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The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:

Tarpaulins, Tents, Rickshaws, Rope, twine in class 50 (7).

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the undersigned.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,

Solicitor on behalf of the Applicants,

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The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:

Cotton goods (not included in classes 23, 24 and 38) such as cotton braids and lama braids in class 25.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the undersigned.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,

Solicitor on behalf of the Applicants,

Nos. 39 & 41, Des Vaux Road,

Hongkong.

HAMBURG-AMERIKA LINE.

(Taking Cargo at through rates to Tientsin).

THE Steamship

"LYEEMOON,"

Captain Th. Lehmann, will be despatched for the above port TO-MORROW, the 11th inst., at 3 p.m.

This Steamer has superior accommodation for First and Second class passengers.

For Freight or Passage, apply to

SIEMSEN & CO.,

Agents.

Hongkong, 10th May, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO

AND YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN,"

Captain E. Pesch, due here with the outward German Mail about WEDNESDAY, 5 p.m., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD,

For Further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 10th May, 1904.

OCEAN STEAMSHIP COMPANY,

LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION

COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ULYSSES,"

are hereby notified that the Cargo is being discharged in Craft, and/or landed, at the wharves of the Hongkong and Kowloon Wharf and Godown Co., Ltd. where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 11th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 16th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 16th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 9th May, 1904.

[10-11]

TO LET.

"THE EYRIE" (PEAR).

No. 3, CAMERON VILLAS, Peak.

"ALEXANDRA" BUILDINGS, Rooms on the Top Floor.

Nos. 15 & 17, MOSQUE JUNCTION.

Nos. 11, 13 & 21, BELILIOS TERRACE.

"WESTWARD HO" Top Floor only.

No. 3, MOUNTAIN VIEW (Peak) for 5 Months from 1st May, 1904. Cheap Rental.

No. 1, BEACONSFIELD ARCADE (whole house), facing Parade Ground. Cheap Rental.

Apply to—

LINSTEAD & DAVIS.

Hongkong, 10th May, 1904.

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NEW ADVERTISEMENTS

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS—POSTE FRANCAISE.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN,"

Captain Veron, will be despatched for the above ports on MONDAY, the 16th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 10th May, 1904.

CHINA COMMERCIAL STEAMSHIP

COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI AND SALINA CRUZ

(MEXICO).

THE Steamship

"LOTHIAN,"

will be despatched for the above ports on SATURDAY, the 21st inst., at 4 p.m.

For Freight, apply at Company's Office,

No. 20, Des Vaux Road.

J. S. VAN BUREN,

Superintendent.

Hongkong, 10th May, 1904.

PUBLIC COMPANIES

PHILIPPINE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the

FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held (in the rooms of the Manila Chamber of Commerce, No. 83 Calle Anasagui Biscardo, Manila, P. I.) on FRIDAY, the 20th day of MAY, 1904, at 4 o'clock p.m. for the following purposes: To elect a Board of Directors, to appoint an Auditor, and to transact any other business which may be brought before the Meeting by the General Managers.

BENJAMIN KELLY & POTTS,

General Managers.

Manila, 29th April, 1904.

[1206]

THE YANGTZE INSURANCE

ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty per cent, being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Tails at Exchange 75 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date to Shareholders of record on the 11th April, 1904.

By Order of the Board of Directors,

W. S. JACKSON,

Secretary.

Shanghai, 22nd April, 1904.

WANTED.

SHORTHAND AND TYPEWRITING

CLERK Apply in writing stating qualifications, references and salary to—

DENNIS & BOWLEY,

Supreme Court House.

Hongkong, 6th May, 1904.

[1192]

GOVERNMENT CIVIL MEDICAL

DEPARTMENT.

THERE IS A VACANCY at the Victoria Hospital for Women and Children on Barker Road, for a STEWARD and CLERK (non-Chinese).

Salary—\$840 a year rising by biennial increments of \$60 to \$960 with uniform and free furnished bachelor's quarters.

Qualifications—Good knowledge of English, quickness at figures and good handwriting, ability to act as Interpreter in Chinese (Cantonese dialect).

Applications should be sent to the Principal Civil Medical Officer at the Government Civil Hospital not later than noon of the 13th inst.

Hongkong, 5th May, 1904.

[1193]

GRACE & CO.,

FOREIGN AND COLONIAL STAMP

DEALERS.

No. 58, PEEL STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Are also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount. Allowed. [331]

FOR SALE

FOR SALE CHEAP.

RURAL BUILDING LOTS 42 and 84, (Magazine Gap) with the Building thereon known as "STONYHURST," formerly the residence of the late J. J. Francis, Esq., Q.C.

Premises let at \$40 a month, inclusive of taxes. Area of lots about 30,000 Sq. feet.

Price \$7,000, of which \$4,000 to remain on Mortgage, if required, at 7% per annum.

Apply to—

ARNET RUMJAHN,

82, Queen's Road.

Hongkong, 29th April, 1904.

[1141]

MANILA.

FOR SALE as a going concern, HOTEL

COMPANY, comprising two First-class

Hotels in Manila, with Livery Stables attached.

Intending purchasers will please apply for further particulars to—

M. H. C.

Care of Daily Press Office.

Hongkong, 13th April, 1904.

[591]

FOR SALE.

HOUSE BOAT, 42 feet long; Copper

bottom; now lying off Ah King's ship-way.

Offers may be sent to—

V.

Care of Daily Press Office.

Hongkong, 22nd March, 1904.

[300]

FOR SALE.

THE "NAGASAKI MEDICAL HALL"

and "AERATED WATER PLANT"

as a going concern.

Apply—

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Hongkong, 22nd April, 1904.

[1074]

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Hongkong, 1st January, 1904.

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Hongkong, 7th May, 1904. [640]

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Hongkong, 1904.

AUCTIONS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 16th day of MAY, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Hung Hom, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 75 years. [1201]

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
			ft. ft. ft. ft. ft. ft.		\$	\$
1	Kowloon Marine Lot No. 88	Hong Hom	405 400 310 300 129,750	1,192,39,325		

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

WEDNESDAY, the 18th May, 1904, at 11.30 A.M., at their NEW GODOWNS TO-KWA-WAN, Kowloon Marine Lot No. 72, Certain Machinery and Furnishings Salvaged from the s.s. "KINGSLEY,"

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TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 2nd May, 1904. [1164]

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THE COTTON PIECE-GOODS TRADE.

Sir F. Forbes Adam, President of the Manchester Chamber of Commerce, has received from Mr. Robert Barclay, an ex-president and one of the directors, a letter on the Board of Trade returns of the exports of cotton piece-goods in which he says:—

While the totals of all kinds continue to show steady progress, the details of that progress as shown in the different classes are, I think, also of great importance. Change is an element in the progress of trade that is ever at work. There is a constant striving to improve. Enterprising firms promptly adopting new inventions shoot ahead of their neighbours. The tastes and tendencies of foreign markets are ever changing under the influence of new fashions and advancing ideas as to mode of living. Unbleached and plain white goods were perhaps the articles in which the export trade of Lancashire at first mainly developed. Even under these heads, with the exception of last year in greys, owing to special circumstances as to the supply of cotton known to all, the quantities have been fairly maintained, and I believe that there has been an important advance in the character of the goods which these classes embrace, say in the direction of figured and bordered goods. But when we turn to the other classes, my printed and dyed and coloured goods, we see more fully the advance that has been taking place. Grey goods may be taken as typical of our early shipments to foreign countries, but these countries have been advancing, the people who were formerly content to wear grey calicoes want now something better, and our Lancashire producers have been alive to the fact in supplying the higher classes of printed and coloured goods, which are now also wanted. All this has meant increased labour in multiplied processes, and increased employment for the people, and it is not wonderful that, with the knowledge of these facts patent to their own observation, the people of Lancashire laugh at the attempts of Protectionists to convince them that their trade is going back. The increase in dyed and coloured goods, which in 1889 showed a value of £8,122,628, while last year it showed £13,605,387, is perhaps the most remarkable of all. Formerly this trade was mainly in the hands of a limited number of big producers, but now it is widely spread, not only in Lancashire, but also in Yorkshire, and among a host of small producers, who have found in it a suitable trade. It is singular to find that this branch of cotton manufactures, in which our Continental competitors were supposed to be advancing most, is the one in which the increase in England has been greatest. Our home trade houses perhaps at times see the dumping of these Continental-made goods upon our English market, but they don't see the dumping of buyers for Continental firms with connections abroad who come here to get the goods that sell best in foreign markets, because of their cheapness, due to the freedom with which the industries that produce them can be pursued.

During the past year, extensive alterations have been carried out at the Government Public Mortuary. New mortuaries have been built with offices and servants' quarters attached. The whole compound has been constructed on the most modern lines, providing excellent accommodation for pathological work of any description. During the past year, the greater part of the work has been carried out at the Mortuary owing to the want of a Bacteriological Laboratory. It is hoped that this will soon be finished and that the accommodation and equipment there will be such as to allow of the most varied bacteriological research. The apparatus for the equipment of such a laboratory is at present stored at the Public Mortuary, so that with the erection of the building there need be no delay in starting research work. Such bacteriological work requiring to be done during the past year has been done at the Mortuary. The temporary laboratory in the Kowloon Town Infectious Diseases Hospital was found to be inconvenient, and during the epidemic of plague would have interfered with the carrying out of the then somewhat arduous duties of the officers in charge of that institution.

Throughout the year the Sanitary Department have rendered most valuable assistance in regard to the cleansing of the Public Mortuary. During the year, 2,325 human bodies were examined at the Public Mortuary. These figures represent a rather smaller number than during 1902. This is accounted for by the establishment of a Mortuary in Kowloon and the absence of an epidemic of cholera which swelled the figures during 1902.

During the past year a considerable amount of attention has been directed to pathological research, combined with bacteriological tests where necessary. Plague has been dealt with as shortly as possible, as it is proposed to deal with the subject in a special Report containing a résumé of research and experimental work done during 1903.

101,058 rats have been examined bacteriologically. Of these, 3,744 were found to be infected with plague. A large number of other animals have been examined for plague with positive results in many instances.

The question of the confusion of fowl cholera with plague in the absence of a detailed examination arose. It is proposed to go more fully into the matter. The preparation of small-pox vaccine has been successfully prosecuted. 7,074 tubes were prepared during the year, an increase over 1902 of 3,422. A great increase in the sale of lymph was noted during the year. Compared with 1902 there was an increase of 1,841 tubes, and a similar increase of \$384 paid into the Bank. So far as I know the lymph has given satisfactory results and has been in demand not only in Hongkong but also in ports along the coast.

A cattle disease was investigated during the year. A preliminary Report was published by Mr. Gibson and myself, showing the disease to be a form of *Septicæmia hæmorrhagica* and to have no connection with what is known as true rinderpest.

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[3335-1]

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TERMS VERY MODERATE. Consultation Free. Hongkong, 21st March, 1904. 95

BACTERIOLOGICAL REPORT FOR 1903.

The report of Dr. William Hunter, the Government Bacteriologist, for 1903, is published in the Gazette. We make the following extracts:—

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BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER 1903. With Index. Price \$7.50.

On sale at the Hongkong Daily Press Office. Hongkong, 25th March, 1904.

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 y 8, ELIA, Norwegian str., 912, Jacobsen, Cardiff 18th March, Coals.—DODWELL & CO., LD.
 y 8, HAICHING, British str., 1,677, Hodgins, Swatow 7th May, General.—DODWELL & CO., LD.
 y 8, HONGKONG, French str., 750, A. Suzouki, Haiphong and Hoihow 7th May, General.—A. R. MAJCT.
 y 8, LUP, French steamer, 705, Godineau, Haiphong 4th May, Rice.—A. R. MAJCT.
 y 9, ALGONA, British str., 1,372, Thomas Evans, Cardiff 16th March, Coals.—DODWELL & CO., LD.
 y 9, AVING, British str., 3,563, R. W. Williams, Shanghai 7th May, General.—BUTTERFIELD & SWIRE.
 y 9, ELIA, Norwegian str., 708, Christopher, Chinkiang 5th May, Groundnuts for Canton.—ORDER.
 y 9, NANYANG, German str., from Canton.
 y 9, OLDENBURG, German str., 3,167, R. Treitzsch, Hamburg 3rd March and Singapore 4th May, General.—MELCHERS & CO.
 y 9, RUBI, British str., 1,511, R. W. Almond, Manila 7th May, General.—SHEWAN, TOMES & CO.
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 y 9, SHIMONA, British str., 2,639, Chaplin, Shanghai 6th May, General.—DODWELL & CO., LD.
 y 9, ULTISS, British str., 2,281, L. M. Devan, Singapore 3rd May, General.—BUTTERFIELD & SWIRE.

DEPARTURES.
 8th May.
 y 8, ELIA, Norwegian str., for Mirs Bay.
 y 8, HAICHING, British str., for Yokohama.
 y 8, HONGKONG, French str., for Mirs Bay.
 y 8, LUP, French steamer, for Mirs Bay.
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VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP.	ANTENOR	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	To-day.
LONDON & ANTWERP.	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 11th inst.
LONDON & ANTWERP.	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	21st inst., at Noon.
LONDON & ANTWERP.	ALGONA	Brit. str.	Butterfield & Swire	Butterfield & Swire	24th inst.
LONDON & ANTWERP.	DEVALON	Brit. str.	Butterfield & Swire	Butterfield & Swire	7th June.
LONDON & ANTWERP.	AGAMENNON	Brit. str.	Butterfield & Swire	Butterfield & Swire	21st inst.
MARSHALLS, &c., via Ports of Call.	POLYNESIAN	Frean. str.	Le Coisepellier	MESSEAGERIES MARITIMES	17th inst., at 1 p.m.
REMEN, via Ports of Call.	BATERN	Ger. str.	Fornes	MELCHERS & CO.	25th inst., at Noon.
HAVRE & HAMBURG	ALTERNISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	12th inst.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	17th inst.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	31st inst.
HAVRE & HAMBURG	NURNBERG	Ger. str.	Förck	HAMBURG-AMERIKA LINIE	14th June.
TRIESTE, &c., via SINGAPORE, &c.	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	28th June.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.	Rassavich	SANDER, WIELER & CO.	20th inst., P.M.
NEW YORK, via SUEZ CANAL	BERG HUEL	Brit. str.	Butterfield & Swire	Butterfield & Swire	18th inst.
NEW YORK, via SUEZ CANAL	EAS ISSA	Brit. str.	Butterfield & Swire	Butterfield & Swire	About 12th inst.
NEW YORK, via SUEZ CANAL	E. OF JAPAN	Brit. str.	Butterfield & Swire	Butterfield & Swire	About 3rd June.
YANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	Butterfield & Swire	Butterfield & Swire	21st inst.
VICTORIA (B.C.) & SEATTLE via N'SAKI, &c.	CAICHAS	Brit. str.	Butterfield & Swire	Butterfield & Swire	17th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LIMITED	21st inst.
PORTLAND, OREGON	ARAGONIA	Brit. str.	Schuld	PORTLAND & ASIATIC CO.	14th June.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	Helms	GIBB, LIVINGSTON & CO.	15th inst., D'light.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	Butterfield & Swire	Butterfield & Swire	25th June.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	Butterfield & Swire	Butterfield & Swire	About 20th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CEYLON	Brit. str.	C. F. Lockstone	P. & O. S. N. Co.	21st inst., at 4 p.m.
MOJI & SALINA CRUZ (MEXICO)	LOTHIAN	Brit. str.	Butterfield & Swire	Butterfield & Swire	To-day.
SHANGHAI	KWEIYANG	Brit. str.	Butterfield & Swire	Butterfield & Swire	To-morrow, 3 p.m.
SHANGHAI	LYSEUM	Ger. str.	Treitzsch	MELCHERS & CO.	To-day, at Noon.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	DAISUMA	Ger. str.	Treitzsch	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	SACHSEN	Ger. str.	R. Pesch	Butterfield & Swire	12th inst.
SHANGHAI	FOOCHOW	Brit. str.	Butterfield & Swire	Butterfield & Swire	13th inst.
SHANGHAI	WHAMPOA	Brit. str.	Butterfield & Swire	Butterfield & Swire	13th inst.
SHANGHAI, KOBE & YOKOHAMA	AUSTRALIAN	Frean. str.	Verro	MESSEAGERIES MARITIMES	15th inst.
SHANGHAI	COROMANDEL	Brit. str.	C. R. Longden	P. & O. S. N. Co.	21st inst.
NINGPO & SHANGHAI	SINGAN	Brit. str.	Butterfield & Swire	Butterfield & Swire	15th inst.
FOOCHOW, via SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	To-morrow, 10 a.m.
TAMSUI, via SWATOW & AMOY	M. STRUYE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	15th inst., 10 a.m.
ANPING, via SWATOW & AMOY	TRITOS	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	18th inst., 10 a.m.
SWATOW, AMOY & FOOCHOW	HAICHING	Jap. str.	Hodgins	Butterfield & Swire	To-day, at 11 a.m.
SWATOW, CHEFOO & TIENTSIN	KANBU	Brit. str.	Butterfield & Swire	Butterfield & Swire	18th inst.
MANILA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 7th inst.
MANILA	SUNGKANG	Brit. str.	R. W. Almond	Butterfield & Swire	13th inst.
MANILA DIRECT	RUBI	Brit. str.	Butterfield & Swire	Butterfield & Swire	14th inst., 10 a.m.
MANILA DIRECT	EMPIRE	Brit. str.	Helms	GIBB, LIVINGSTON & CO.	15th inst., D'light.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	21st inst., 10 a.m.
CEBU & ILOILO	WUCHANG	Brit. str.	Butterfield & Swire	Butterfield & Swire	18th inst.
BOMBAY, via SINGAPORE & PENANG	ISERIA	Ital. str.	Maganzi	CARLOWITZ & CO.	12th inst., at Noon.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the above on SUNDAY, the 15th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th May, 1904. [1072]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the above on SUNDAY, the 15th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th May, 1904. [1032]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FUME AND TRIESTE (DIRECT),

Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC Ports.

THE Company's Steamship

"MARQUIS BACQUEHEM."

Captain Raskevich, will be despatched as above on FRIDAY, the 20th inst., P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 2nd May, 1904. [3]

REGULAR

STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.

"SATSUMA" ... 3rd June.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPO, to LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTS, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

ARTEMISIA ... HAYRE and HAMBURG ... On 12th May. Freight.

MARBURG ... HAYRE, BREMEN and HAMBURG ... On 17th May. Freight.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL...	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL...	"YANGTZE"	On 28th May.
GLASGOW and LIVERPOOL...	"DIOMEDE"	On 3rd June.

HOMWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP...	"ANTENOR"	On 10th May.
LONDON and ANTWERP...	"ACHILLE"	On 18th May.
LONDON and ANTWERP...	"ALCINOUS"	On 24th May.
LONDON and ANTWERP...	"DEUCALION"	On 7th June.
LONDON and ANTWERP...	"AGAMEMNON"	On 21st June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"CALCHAS"	On 17th May.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th May, 1904.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
SHANGHAI	"KWEIYANG"	On 10th May.
SHANGHAI	"FOOHOOW"	On 12th May.
SHANGHAI	"WHAMPOA"	On 13th May.
MANILA	"SUNGKIANG"	On 13th May.
YOKOHAMA and KOBE	"CHANGSHA"	On 13th May.
NINGPO and SHANGHAI	"SINGAN"	On 14th May.
CEBU and ILOILO	"WUOHANG"	On 18th May.
SWATOW, CHEFOO and TIENTSIN	"KANSU"	On 18th May.
THURSDAY ISLAND, COOK, TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MEL-	"CHANGSHA"	On 2nd June.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th May, 1904.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA- PORE AND PENANG.

Having connection with Company's Mail Steam-
ers to ADEN, SUET, PORT SAID,
MESSINA, NAPLES, LEOHORN and GENOA,
also VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PANAMA,
GUAY, and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship

"ISCHIA"
Captain Maganzini, will be despatched as above
on THURSDAY, the 12th instant, at Noon.
At Bombay the Steamer is discharging in
Victoria Dock.
For further particulars regarding Freight
and Passage, apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 5th May, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS- TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN"

Captain W. B. Palmer, R.N.R. carrying His
Majesty's Mails, will be despatched from this
office for Bombay, etc., on SATURDAY, the 21st
MAY, at NOON, taking passengers and
cargo for the above ports.
SUK and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, etc., will be conveyed via
Bombay.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 9th May, 1904.

NATAI LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS IN CHINA AND JAPAN for the above Line

are prepared to issue THROUGH BILLS OF
LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STRAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,

apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

Hongkong, 27th February, 1904.

VESSELS ON THE BERTH

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RAS ISSA,"

will be despatched for the above port on
THURSDAY, the 26th May.

For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 26th April, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."

951 Tons, Captain A. Murphy, will leave for
Canton at 8.30 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.

First-class Fare, \$3 each way. Second-
class, \$1.50 each way. Meals, \$1 each.
Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.

No. 147, Connaught Road Central,
Hongkong, 15th March, 1904.

NOTICES TO CONSIGNEES

STEAMSHIP "ERNEST SIMONS"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S.
Corduan, from Havre ex S.S. Corduan, in con-
nection with above Steamer, are hereby informed
that their Goods, with the exception of Opium,
Treasure and Valuables, are being landed and
stored at their risks into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before 2 P.M. To-day, the 3rd inst., requesting
it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after Tuesday, the 10th inst., at NOON, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 10th inst., or they will not be recognised.
All damaged packages will be examined on
Tuesday, the 10th inst., at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd May, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex S.S. India and
Sunda.
From Calcutta, ex S.S. Somali.
From Persian Gulf, ex S.S. B. I. S. N.
and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless
intimation is given to the contrary before
5 P.M. To-day, the 6th inst.

Goods not cleared by the 13th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the God-
owns for examination by the Consignee's and
the Company's representative at an appointed
time. All claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 6th May, 1904.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA"

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence delivery
may be obtained. Perishable Goods to be
taken delivery of immediately.

All damaged packages must be left in the
Godowns and a certificate obtained from the
Godown Company, within seven days after the
vessel's arrival here, after which no claims will
be recognised.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
12th instant, will be subject to rent.

CARLOWITZ & CO.,
Agents.

Hongkong, 5th May, 1904.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

CARGO ex S.S. "RICHMOND CASTLE"

FROM NEW YORK.

having arrived from "YUENSANG" from
Manila, Consignees of Cargo are hereby
informed that all Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company.
Limited, at Kowloon, whence delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 11th inst., will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 15th
inst., or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LD.,
Agents.

Hongkong, 5th May, 1904.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "OCAMPO"

FROM ANTWERP AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed
that General Cargo is being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd., at
Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 13th inst., will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 15th
inst., or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th inst., at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 7th May, 1904.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAMMUT"

FROM SEATTLE, TACOMA, VICTORIA,
YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LD.,
Agents.

Hongkong, 8th May, 1904.

THE AMERICAN SYSTEM OF DENTISTRY

Dr. M. H. CHAUN.

27, DES VOURS ROAD CENTRAL HONGKONG.

From the University of Pennsylvania U.S.A.
Hongkong, 10th March, 1903.

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all Irritations of the
Intestines, such as Constipation, Indigestion,
Flatulence, &c. These pills are so constructed
that they are not only pleasant to take, but
also very effective. They are sold in all
Medicine Stores, and by all Chemists.
MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

Hongkong, 3rd May, 1904.

NOW READY.

THE DIRECTORY AND CHRONICLE FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHER- LANDS INDIA, PHILIP- PINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND LIST FOR THE FAR EAST FOR 1904.

THE FORTY-SECOND ANNUAL ISSUE.

The DIRECTORY covers the whole of the
ports and cities of the Far East, from Nether-
lands India to Siberia, in which European reside.
Not only is the Directory as full and complete
in each case as it can be made, but each Colony,
Port, or Settlement is prefaced by a DESCRIp-
TION, carefully revised each year, most of
which will serve as accurate GUIDES FOR THE
TOURIST, giving every detail in connection with
the places, their History, Topography, &c., &c.
The Information in these Descriptions, consist-
ing of a hundred interesting articles, packed
with facts concisely set out, and containing
statistics of the TRADE of each Country and
Port, would alone suffice to fill a large volume.
The Directories and Descriptions are of

CHINA

Peking, Nanking, Swatow,
Tientsin, Wuhu, Canton,
Pootaiho, Whampoa,
Taku, Hankow, Kowloon,
Nowchwang, Yochow, Lappa,
Dahly, Shansi, Samshui,
Port Arthur, Ichang, Wuchow,
Chefoo, Chungking, Kwangchow,
Weihaiwei, Hangchow, Pakhoi,
Lukangtau, Ningpo, Hoihow,
Kiaochow, Wenchow, Lungchow,
Shanghai, Santa, Mangtze,
Foochow, Fochow, Hokow,
Chinkiang, Amoy, Swatow.

JAPAN

Tokyo, Osaka, Keelung,
Yokohama, Moji, Tainanfu,
Hyogo, Nagasaki, Takow,
Kobe, Hakodate, Aomori,
Shimonoseki, Tamsui.

EASTERN SIBERIA

Vladivostok, Nikolajewsk.

COREA

Seoul, Wonsan, Mokpo,
Chemulpo, Pusan, Chinnampo,
Kun San, Poryung, Songhaino,
Masampo.

HONGKONG AND ITS DEPENDENCIES

FRENCH INDO-CHINA

Hanoi, Annam, Tourane,
Haiphong, Hue, Saigon,
Tonkin Provinces, Quinhon, Cambodia.

PHILIPPINES

Manila, Iloilo, Cebu.

BORNEO

Sarawak, Labuan, British N. Borneo,
Bangkok.

STRAITS SETTLEMENTS

Singapore, Penang, Malacca, Prov. Wellesley.

MALAY STATES

Johore, Selangor, Perak,
Pahang, Sungei Ujong, Selangor,
Jelebu, Jelebu, Perak.

NETHERLANDS INDIA

Batavia, Samarang, Padang,
Sourabaya, Macassar.

EAST COAST OF SUMATRA

British, German, Russian,
French, Japanese, United States.

OFFICERS OF COAST AND RIVER STEAMER.

The Book is printed from New Type specially
reserved for the purpose, and uniformity in every
arrangement now greatly facilitates reference.

THE ALPHABETICAL LIST OF RESIDENTS

contains the names of over
20,000 FOREIGNERS,
carefully arranged, with the initials as well as
the Surnames in strictly Alphabetical Order, so
that any name can be found instantly.

THE PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA are arranged in a special separate list.

THE MAPS AND PLANS

have been engraved by one of the most eminent
Firms in Great Britain and are corrected and
brought up to date. They consist this year of
fourteen of the following:—
COLORED PLATE OF FLAGS OF FOREIGN HONGS
MAP OF THE FAR EAST
PLAN OF YOKOHAMA
PLAN OF KOBE AND HYOGO
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN
PLAN OF TIENTSIN (KIAOCHAU)
NEW PLAN OF DALNY
PLAN OF FOREIGN CONCESSION, SHANGHAI
PLAN OF HONGKOW (SHANGHAI) with inset
Showing the EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF PEAK DISTRICT, VICTORIA
PLAN OF KOWLOON
NEW PLAN OF MANILA
PLAN OF SINGAPORE
PLAN OF PENANG
PLAN OF BATAVIA

The CHRONICLE covers the notable events
of the last half century in the Far East together
with the Texts of all the most important Treaties
concluded with the countries of Eastern Asia,
the various Customs Tariffs, Trade Regulations,
Chambers of Commerce, Scales of Commissions,
Consular and Court Fees, Hongkong Stamp
Duties, Postal Guide, Signal Codes, Chinese
Festivals, Tables of Money Weights, and
Measures, and other Commercial Information
including:—

TREATIES WITH CHINA

Great Britain—Nanking, 1842; Tientsin,
1858; Tariff Agreement and Rules, 1858;
Convention, 1860; Rules for Joint Investiga-
tion of Customs Seizures, 1860; Chefoo,
1876, with Additional Article; Opium Con-
vention, 1886; Chungking Convention, 1891;
Thibet Sikkim Convention, 1890; Burma
Convention 1897; Kowloon Extension, 1898;
Weihaiwei 1898; Convention, Commercial,
Shanghai, 1902.

France—Tientsin, 1858; Convention, 1860;
Tientsin, 1858; Conventions, 1886, 1887, and
1895; Frontier Trade Regulations.
United States—Tientsin, 1858; Additional
1868; Peking, 1880; Immigration, 1891;
Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880;
Kiaochow Convention, 1898; Railway and
Mining Concession, 1898.

Japan—Shimonoseki, 1855; Liangtung Con-
vention, 1895; Commercial, 1896; New Ports,
1895; Supplementary Commercial 1903.

Russia—St. Petersburg, 1881; Russian Land
Trade, 1881; Port Arthur and Tientsin
Agreement, 1888.

Portugal, 1888.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Japan Convention 1895
Russia, Agreements as to Corea; United
States, Extradition Treaty, 1886; Great
Britain (Alliance) 1902.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1878;
United States, 1882; Great Britain, 1895.
Trade Regulations.

TREATIES WITH SIAM

Great Britain, 1866; France,

POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Dabny and the Trans-Siberian Railway is discontinued.

The *Sachsen*, with the German mail of the 12th April, left Singapore on Saturday, the 7th inst., at 9 a.m., and may be expected here to-morrow.

The *Korea*, with the American mail of the 10th ult., left Yokohama on Thursday, the 5th inst., and may be expected here on Friday, the 13th inst.

The *Australia*, with the P.O. mail of the 16th ult., left Singapore on Monday, the 9th inst., at 4 p.m., and may be expected here on or about Monday, the 10th inst. This packet brings replies to letters despatched from Hongkong on the 12th March.

MAILS WILL CLOSE

FOR	PER	DATE.
Canton, Amoy and Foochow	Kienchen	Tuesday, 10th, 7.30 A.M.
Swatow, Amoy and Foochow	Huichang	Tuesday, 10th, 10.00 A.M.
Macao	Honam	Tuesday, 10th, 1.15 P.M.
Straits and Calcutta	Namsang	Tuesday, 10th, 2.00 P.M.
Shanghai	Kueiyang	Tuesday, 10th, 3.00 P.M.
Bangkok	Rein	Tuesday, 10th, 5.00 P.M.
Namtau	Taichun	Tuesday, 10th, 5.00 P.M.
Sanhuo	Hofu	Tuesday, 10th, 5.00 P.M.
Macao	Wingchui	Tuesday, 10th, 5.00 P.M.
Kongmoon, Kunchuk and Samshui	Linton	Tuesday, 10th, 5.00 P.M.
Canton	Fatshan	Tuesday, 10th, 5.00 P.M.
Canton	Honhow	Wednesday, 11th, 7.30 A.M.
Quang Chow Wan, Heibow, Pakhoi & Haiphong	Hue	Wednesday, 11th, 9.00 A.M.
Swatow, Amoy and Foochow	Triumph	Wednesday, 11th, 10.00 A.M.
Singapore, Penang and Bombay	Teichu	Wednesday, 11th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

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Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	ON PARIS.	ON GERMANY.	ON NEW YORK.	ON BOMBAY.	ON CALCUTTA.	ON SHANGHAI.	ON YOKOHAMA.	ON SINGAPORE.	ON BANGKOK.	ON SOERABAYA.	ON MANILA.	ON CEBU.	ON HONGKONG.
Telegraphic Transfer 1/2	Bank Bills, on demand 226	Bank Bills, on demand 226	Bank Bills, on demand 43	Bank Bills, on demand 43	Bank Bills, on demand 43	Bank Bills, on demand 43	Bank Bills, on demand 43	Bank Bills, on demand 43	Bank Bills, on demand 43	Bank Bills, on demand 43	Bank Bills, on demand 43	Bank Bills, on demand 43	Bank Bills, on demand 43
Bank Bills, at 30 days sight 1/2	Credits, at 4 months sight 226	Credits, at 4 months sight 226	Credits, at 4 months sight 43	Credits, at 4 months sight 43	Credits, at 4 months sight 43	Credits, at 4 months sight 43	Credits, at 4 months sight 43	Credits, at 4 months sight 43	Credits, at 4 months sight 43	Credits, at 4 months sight 43	Credits, at 4 months sight 43	Credits, at 4 months sight 43	Credits, at 4 months sight 43
Bank Bills, at 3 months sight 1/2	Documentary Bills, 4 months sight 1/2	Documentary Bills, 4 months sight 1/2	Documentary Bills, 4 months sight 43	Documentary Bills, 4 months sight 43	Documentary Bills, 4 months sight 43	Documentary Bills, 4 months sight 43	Documentary Bills, 4 months sight 43	Documentary Bills, 4 months sight 43	Documentary Bills, 4 months sight 43	Documentary Bills, 4 months sight 43	Documentary Bills, 4 months sight 43	Documentary Bills, 4 months sight 43	Documentary Bills, 4 months sight 43

OPIUM.

Quotations are—	Allowance net to 1 cent.
Malwa New	\$1000 to \$1020 per picul
Malwa Old	\$1080 to \$1100
Malwa V. Old	\$1120 to \$1140
Persian fine quality	\$890 to \$910
Persian extra fine	\$910 to \$930
Patna New	\$1345 to \$1365
Patna Old	\$1352 to \$1372
Penares New	\$1345 to \$1365
Penares Old	\$1337 to \$1357

VESSELS EXPECTED.

THE GERMAN MAIL.
The Imperial German mail steamer *Sachsen* left Singapore on Saturday at 9 a.m., and may be expected here on the 11th inst. at 5 p.m.

THE AMERICAN MAIL.
The P.M. steamer *Korea* from San Francisco, via Honolulu, left Yokohama for this port via Island Sea, &c., on the 6th inst.

JOINT STOCK SHARES.

Hongkong, 9th May.

COMPANY	PAID UP	QUOTATIONS.
Hongkong & Shanghai	\$125	1400
Nat'l Bank of China	25	38, buyers
A. Shares	25	38, buyers
B. Shares	25	38, buyers
Four Shares	25	38, buyers
Hell's Asbestos Co., Ltd.	10	10, sellers
Canton-Hongkong Ice	10	510, nominal
Campani, M. & Co., Ltd.	10	37, sellers
China-Bank Co., Ltd.	10	14, buyers
China Light & Power Co., Ltd.	10	5, sellers
China Prov. L. & M.	10	5, sellers
China Sugar	10	14, buyers
Cyber Company, Ltd.	500	200
Alhambra, Ltd.	10	30, sellers
Philippine Co., Ltd.	10	30, sellers
Cotton Mills	10	30, sellers
Ewo	10	30, sellers
International	10	30, sellers
Laon Kung Mow	10	30, sellers
Boycott	10	30, sellers
Hongkong	10	30, sellers
Dairy Farm	10	30, sellers
Penwick & Co., Geo.	10	30, sellers
Green Island Cement	10	30, sellers
Hongkong & C. Co.	10	30, sellers
Hongkong Electric	10	30, sellers
H. H. L. Tramways	10	30, sellers
Steam Water	10	30, sellers
boat Co., Ltd.	10	30, sellers
Hongkong Hotel	10	30, sellers
Hongkong Ice	10	30, sellers
H. & K. Wharf & G.	10	30, sellers
Hongkong Hope	10	30, sellers
H. & W. Dock	10	30, sellers
Insurance	10	30, sellers
China Fire	10	30, sellers
China Traders	10	30, sellers
Hongkong Fire	10	30, sellers
Norta China	10	30, sellers
Union	10	30, sellers
Yangtze	10	30, sellers
Land and Building	10	30, sellers
Hongkong Land	10	30, sellers
Humphreys & Co.	10	30, sellers
Kowloon Land & B.	10	30, sellers
West Point Building	10	30, sellers
Shanghai Land	10	30, sellers
Luxon Sugar	10	30, sellers
Alumina	10	30, sellers
Charbonnages	10	30, sellers
Paris	10	30, sellers
Do. Preference	10	30, sellers
Rails	10	30, sellers
New Amoy Dock	10	30, sellers
Powell, Ltd.	10	30, sellers
Steamship Coys.	10	30, sellers
China and Manila	10	30, sellers
Boys' Steamship	10	30, sellers
H. & K. Wharf & G.	10	30, sellers
Indo-China S. N.	10	30, sellers
Shell Transport and	10	30, sellers
Trading Co., Ltd.	10	30, sellers
Do. Preference	10	30, sellers
Star Ferry	10	30, sellers
S. C. F. & Co., Ltd.	10	30, sellers
S. & B. Dyeing & C.	10	30, sellers
Co., Ltd.	10	30, sellers
Taiwan Planting Co.	10	30, sellers
United Asbestos	10	30, sellers
Do.	10	30, sellers
Watkins, Ltd.	10	30, sellers
Nelson & Co., Ltd.	10	30, sellers

HONGKONG TIDE TABLE.

From 10th to the 18th May.

DAY	WEEK	Day of Week	Hongkong Mean Time	Height	Hongkong Mean Time	Height
Mon	10	10	10.15	4.9	10.15	4.9
Tue	11	11	11.15	4.9	11.15	4.9
Wed	12	12	12.15	4.9	12.15	4.9
Thu	13	13	13.15	4.9	13.15	4.9
Fri	14	14	14.15	4.9	14.15	4.9
Sat	15	15	15.15	4.9	15.15	4.9
Sun	16	16	16.15	4.9	16.15	4.9

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	WEEK DAYS.
8.00 a.m. to 8.00 a.m. Every 10 minutes.	8.00 a.m. to 8.00 a.m. Every 10 minutes.
8.10 a.m. to 8.20 a.m. Every 10 minutes.	8.10 a.m. to 8.20 a.m. Every 10 minutes.
8.30 a.m. to 8.40 a.m. Every 10 minutes.	8.30 a.m. to 8.40 a.m. Every 10 minutes.
8.50 a.m. to 9.00 a.m. Every 10 minutes.	8.50 a.m. to 9.00 a.m. Every 10 minutes.
9.10 a.m. to 9.20 a.m. Every 10 minutes.	9.10 a.m. to 9.20 a.m. Every 10 minutes.
9.30 a.m. to 9.40 a.m. Every 10 minutes.	9.30 a.m. to 9.40 a.m. Every 10 minutes.
9.50 a.m. to 10.00 a.m. Every 10 minutes.	9.50 a.m. to 10.00 a.m. Every 10 minutes.
10.10 a.m. to 10.20 a.m. Every 10 minutes.	10.10 a.m. to 10.20 a.m. Every 10 minutes.
10.30 a.m. to 10.40 a.m. Every 10 minutes.	10.30 a.m. to 10.40 a.m. Every 10 minutes.
10.50 a.m. to 11.00 a.m. Every 10 minutes.	10.50 a.m. to 11.00 a.m. Every 10 minutes.
11.10 a.m. to 11.20 a.m. Every 10 minutes.	11.10 a.m. to 11.20 a.m. Every 10 minutes.
11.30 a.m. to 11.40 a.m. Every 10 minutes.	11.30 a.m. to 11.40 a.m. Every 10 minutes.
11.50 a.m. to 12.00 p.m. Every 10 minutes.	11.50 a.m. to 12.00 p.m. Every 10 minutes.
12.10 p.m. to 12.20 p.m. Every 10 minutes.	12.10 p.m. to 12.20 p.m. Every 10 minutes.
12.30 p.m. to 12.40 p.m. Every 10 minutes.	12.30 p.m. to 12.40 p.m. Every 10 minutes.
12.50 p.m. to 1.00 p.m. Every 10 minutes.	12.50 p.m. to 1.00 p.m. Every 10 minutes.
1.10 p.m. to 1.20 p.m. Every 10 minutes.	1.10 p.m. to 1.20 p.m. Every 10 minutes.
1.30 p.m. to 1.40 p.m. Every 10 minutes.	1.30 p.m. to 1.40 p.m. Every 10 minutes.
1.50 p.m. to 2.00 p.m. Every 10 minutes.	1.50 p.m. to 2.00 p.m. Every 10 minutes.
2.10 p.m. to 2.20 p.m. Every 10 minutes.	2.10 p.m. to 2.20 p.m. Every 10 minutes.
2.30 p.m. to 2.40 p.m. Every 10 minutes.	2.30 p.m. to 2.40 p.m. Every 10 minutes.
2.50 p.m. to 3.00 p.m. Every 10 minutes.	2.50 p.m. to 3.00 p.m. Every 10 minutes.
3.10 p.m. to 3.20 p.m. Every 10 minutes.	3.10 p.m. to 3.20 p.m. Every 10 minutes.
3.30 p.m. to 3.40 p.m. Every 10 minutes.	3.30 p.m. to 3.40 p.m. Every 10 minutes.
3.50 p.m. to 4.00 p.m. Every 10 minutes.	3.50 p.m. to 4.00 p.m. Every 10 minutes.
4.10 p.m. to 4.20 p.m. Every 10 minutes.	4.10 p.m. to 4.20 p.m. Every 10 minutes.
4.30 p.m. to 4.40 p.m. Every 10 minutes.	4.30 p.m. to 4.40 p.m. Every 10 minutes.
4.50 p.m. to 5.00 p.m. Every 10 minutes.	4.50 p.m. to 5.00 p.m. Every 10 minutes.
5.10 p.m. to 5.20 p.m. Every 10 minutes.	5.10 p.m. to 5.20 p.m. Every 10 minutes.
5.30 p.m. to 5.40 p.m. Every 10 minutes.	5.30 p.m. to 5.40 p.m. Every 10 minutes.
5.50 p.m. to 6.00 p.m. Every 10 minutes.	5.50 p.m. to 6.00 p.m. Every 10 minutes.
6.10 p.m. to 6.20 p.m. Every 10 minutes.	6.10 p.m. to 6.20 p.m. Every 10 minutes.
6.30 p.m. to 6.40 p.m. Every 10 minutes.	6.30 p.m. to 6.40 p.m. Every 10 minutes.
6.50 p.m. to 7.00 p.m. Every 10 minutes.	6.50 p.m. to 7.00 p.m. Every 10 minutes.
7.10 p.m. to 7.20 p.m. Every 10 minutes.	7.10 p.m. to 7.20 p.m. Every 10 minutes.
7.30 p.m. to 7.40 p.m. Every 10 minutes.	7.30 p.m. to 7.40 p.m. Every 10 minutes.
7.50 p.m. to 8.00 p.m. Every 10 minutes.	7.50 p.m. to 8.00 p.m. Every 10 minutes.
8.10 p.m. to 8.20 p.m. Every 10 minutes.	8.10 p.m. to 8.20 p.m. Every 10 minutes.
8.30 p.m. to 8.40 p.m. Every 10 minutes.	8.30 p.m. to 8.40 p.m. Every 10 minutes.
8.50 p.m. to 9.00 p.m. Every 10 minutes.	8.50 p.m. to 9.00 p.m. Every 10 minutes.
9.10 p.m. to 9.20 p.m. Every 10 minutes.	9.10 p.m. to 9.20 p.m. Every 10 minutes.
9.30 p.m. to 9.40 p.m. Every 10 minutes.	9.30 p.m. to 9.40 p.m. Every 10 minutes.
9.50 p.m. to 10.00 p.m. Every 10 minutes.	9.50 p.m. to 10.00 p.m. Every 10 minutes.
10.10 p.m. to 10.20 p.m. Every 10 minutes.	10.10 p.m. to 10.20 p.m. Every 10 minutes.
10.30 p.m. to 10.40 p.m. Every 10 minutes.	10.30 p.m. to 10.40 p.m. Every 10 minutes.
10.50 p.m. to 11.00 p.m. Every 10 minutes.	10.50 p.m. to 11.00 p.m. Every 10 minutes.
11.10 p.m. to 11.20 p.m. Every 10 minutes.	11.10 p.m. to 11.20 p.m. Every 10 minutes.
11.30 p.m. to 11.40 p.m. Every 10 minutes.	11.30 p.m. to 11.40 p.m. Every 10 minutes.
11.50 p.m. to 12.00 a.m. Every 10 minutes.	11.50 p.m. to 12.00 a.m. Every 10 minutes.
12.10 a.m. to 12.20 a.m. Every 10 minutes.	12.10 a.m. to 12.20 a.m. Every 10 minutes.
12.30 a.m. to 12.40 a.m. Every 10 minutes.	12.30 a.m. to 12.40 a.m. Every 10 minutes.
12.50 a.m. to 1.00 a.m. Every 10 minutes.	12.50 a.m. to 1.00 a.m. Every 10 minutes.

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TO LET.

TO LET.

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European Style, in Kowloon.

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Moderate Rentals.

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ROOM FURNISHED or UNFURNISHED, with Bath and Gas. Good View of Harbour, Gardens, &c.

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Hongkong, 20th April, 1904.

TO LET.

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Apply to—COMPRADORE DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 5th March, 1904.

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FURNISHED HOUSE, Kowloon, with Tennis Court.

OFFICES, CENTRAL POSITION. And others to suit various requirements.

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TO LET.

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Apply to—Care of No. 9, Bellis Terrace, Hongkong, 15th February, 1904.

TO LET.

NO. 11, GAGE STREET, Eight Rooms and Godown.

Apply to—C. F. DE CARVALHO, Care of Hongkong Bank, Hongkong, 4th May, 1904.

TO LET.

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Apply to—WING CHEONG, 35, Queen's Road Central, Hongkong, 3rd November, 1903.

TO LET.

"LEIGHTON," the PEAK.

Apply to—JESSEN & CO., Hongkong, 27th April, 1904.

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LARGE AIRY ROOMS, suitable for Offices, in Des Vaux Road Central. Two Rooms from 1st May, 1904, and One Room from 1st June, 1904.

For Terms, apply to—A. G. I. S., Care of Daily Press Office, Hongkong, 28th April, 1904.

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 28th March, 1904.

TO LET.

NO. 1, RYDON TERRACE (in FLATS).

No. 4, RYDON TERRACE.